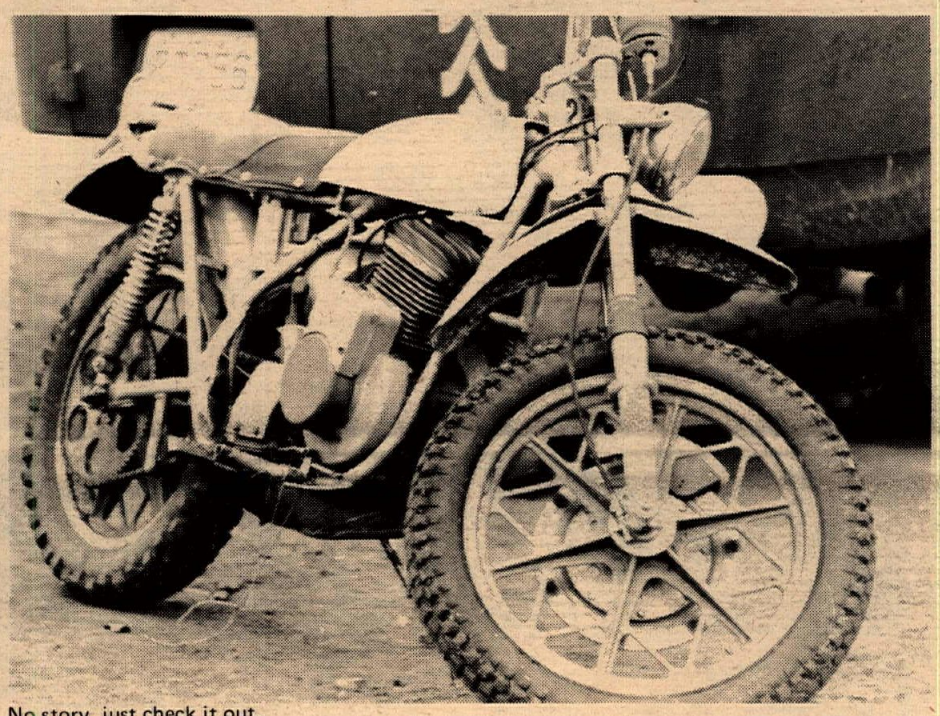
December 7, 1971 WEST VOLUME VIII NUMBER 47 30¢

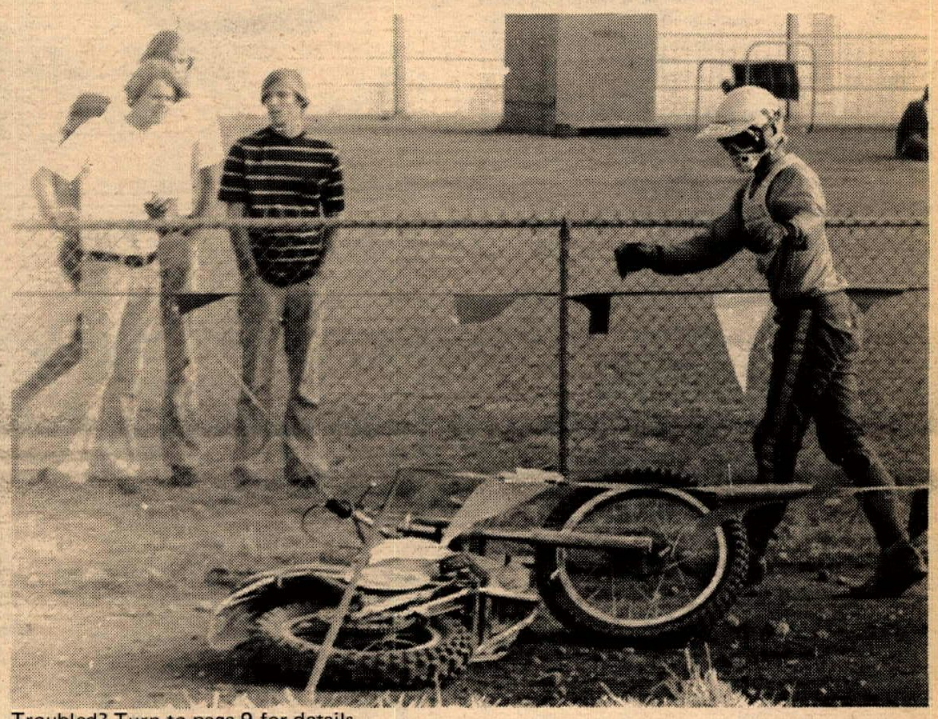
Cycle News

America's largest and most complete weekly motorcycle newspaper

J.N. Roberts and the World's Biggest Race



No story, just check it out.



Troubled? Turn to page 9 for details.

Bob Grossi in form? Not now — he broke his wrist last weekend and will be out of racing for some more weeks. However, an interview with Bob is coming up in issue 49, on sale Dec. 15.

With a little help from your friends...see page 18.

CYCLE NEWS
2499 Cerritos Ave.

Newspaper

Long Beach, Ca.
90801 (213) 427-7433

the latest poop

By Papa Wealey

ABC's WIDE WORLD OF SPORTS will be showing the ELSINORE GRAND PRIX this Saturday, December 4. At least we think it's Elsinore...it kind of sounded like it might be the GP at Carlsbad, y'know. But we know it's not the Race of Champions...but then again...oh, well, just check your local listings, open a can of ale, and watch. It will be good, no matter.

* * *

SID CHAMBERS, major-domo of 50cc road racing in the United States, promises a 50cc Road Racing Championship at the end of next summer. Get out your old Vampires, Honda CR110s, 8-speed Suzukis, and other teacup racers for a good time. Watch for future developments.

* * *

J.N. ROBERTS' wife DIANE left the Nevada-Cal state line right after gassing her hubby and kept the speedo at 80 until she hit the finish line. She beat her lover by a scant ten minutes.

* * *

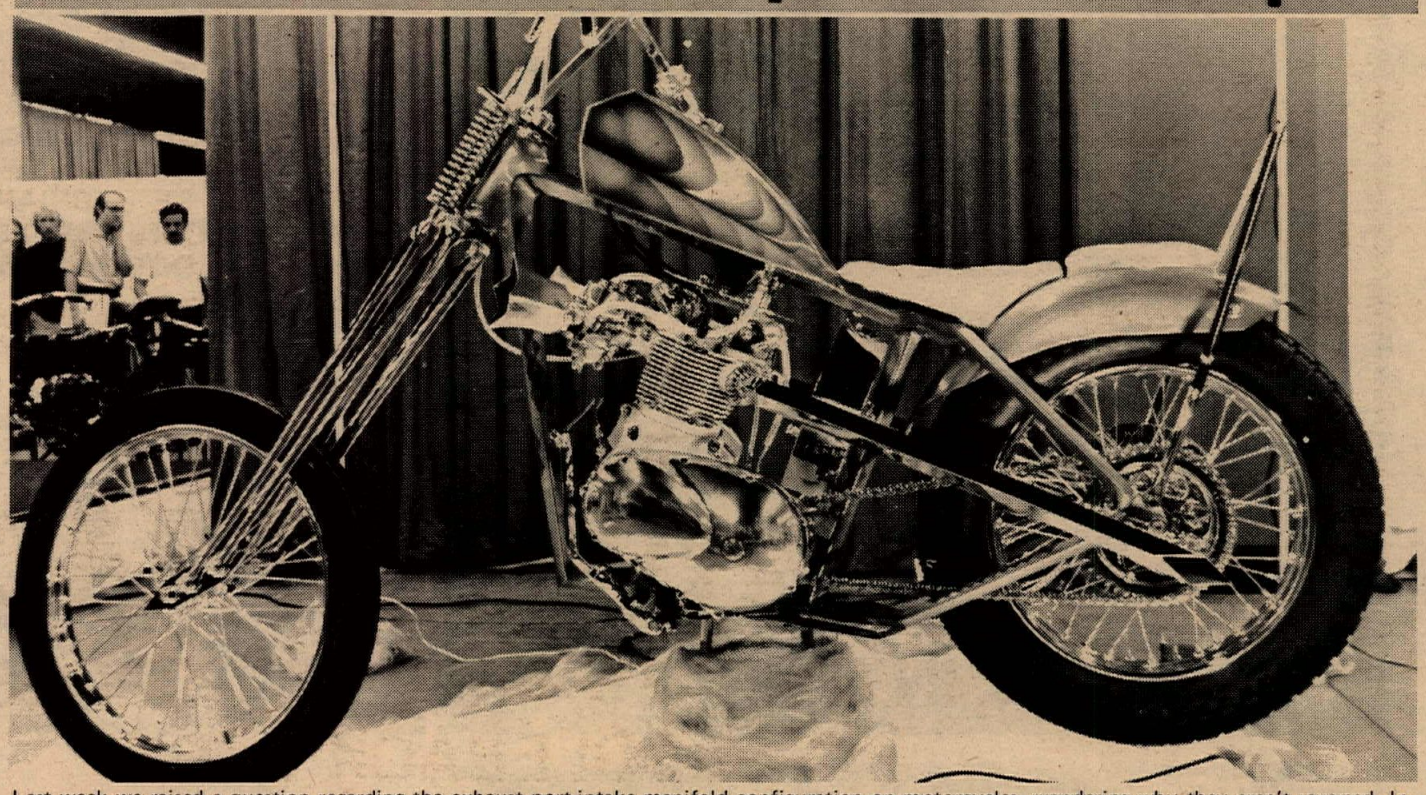
MARK BLACKWELL may go to Europe to race all the Grands Prix for Husqvarna. Plans are still in the works, but if he goes this will be the first time an American has done so.

* * *

THORLEIF HANSEN, currently second overall in the Trans-AMA standings, will go home with a broken wrist. He fractured it earlier in the season in Europe but it never really let go until last week at Puyullup.

* * *

BILL and BOB GROSSI have done it again. Friday before the Carnegie Trans-AMA Bob was testing his Husky on Matt Falconer's private course when he pulled a gigantic endo and broke his wrist and possibly his shoulder. He should be out for a month. Saturday, brother Bill tangled with another rider and suffered a bad sprain on his foot.



Last week we raised a question regarding the exhaust port-intake manifold configuration on motorcycles, wondering why they aren't reversed. In order to allow exhaust pipes to be straight rather than curved, thereby allowing simpler exhaust system designs. All of a sudden, this photograph jumped out of the mail. As you can see the carburetors are in the front and the exhaust pipes are quite straight. A bit dangerous looking too, we might add. So much for the practice; next week we'll feature at least one elaborate explanation defending the current popular configuration. So there. (Incidentally, this bike was photographed at the San Francisco show in 1970.)

Shades of Mammoth last June...

* * *

Interstate 15, the freeway that connects Barstow to Las Vegas, has a posted speed limit of 70 mph on the California side. Nevada doesn't bother to mention such things. We kept our speedometer at a legal reading most of the time but on the final downhill straight before the border we let it go past 70. Safe sailing, but it was a bother to constantly stare at rear-view mirrors in search of suspicious-looking autos that would rain on this parade. We relaxed considerably once we crossed the state line, although our speed didn't increase. It was a pleasant feeling.

* * *

Irrepressable MIKE JACKSON, the Norton-Villiers top stateside exec finished 15th overall in the Barstow-to-Vegas run. Not bad for his first desert ride. His first remark when he finished was "Well, I had to hurry, I've got a date." Then he recapitulated, "To be truthful, I nursed the machine all the way. I have to use it for the Matterhorn hillclimb tomorrow at Saddleback." He did, too.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY FRIDAY

CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission, $2.95, Junior admission $1.95. Kids admission $.50. Under 8 Free.

EVERY FRIDAY NIGHT

U.S.R.C. Night Motocross, El Toro Speedway. $5 Post entry, 3 number plates, U.S.R.C. membership required. Gates open 4:30 pm, first race 7:30 pm. Cash for Experts, trophies for Juniors and Intermediates. General admission, $2.50, Service men $1.00, Junior Admission $1.50, kids under 12 free. For further information: (714) 557-7933.

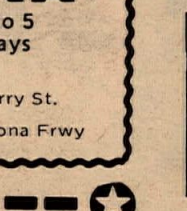
EVERY SUNDAY AFTERNOON

U.S.R.C. Short Track and TT, El Toro Speedway. $5 Post entry, $2 additional entry. U.S.R.C. membership required. Pit Gates open 12 noon, first race 2:30 pm. Cash for Experts, trophies for Juniors. General admission $2.50, Junior admission $1.50, kids under 12 free. For further information: (714) 557-7933.

OSTEEN'S
Bike Park
POMONA
Open Weekdays 8 to 5
Weekends & Holidays
9 to 5
For info write: 610 Cherry St.
Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy
at Dudley exit

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross
AT
Dec. 3rd – Lions Grand Opening – Motocross
12th – Carlsbad
19th – Saddleback
Watch for January, 1972 dates – to be scheduled soon.
$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

ROUGH RIDER CYCLE PARK
Open Sat., Sun. & Holidays only
from 8 am until sunset
until further notice
Family fun & motocross practice
5131 Tapo Canyon Rd.
Simi Valley, Ca. 93063



calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA. 90801. CYCLE NEWS is not responsible for incorrect information.

TUESDAY, NOVEMBER 30

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

THURSDAY, DECEMBER 2

LAUGH-IN TRIALS, Saddleback Park, Ca. Insiders' playtime. Win, booze laxatives, the works. 213/531-7139.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/861-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, DECEMBER 3

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

INDOOR SHORT TRACK, All American. San Jose (Ca) Exposition Bldg. Sign 4:3–6:30. 3 plates. Silencers. 415/322-1514.

CMC MX, Lions Drag Strip, Wilmington, Ca. At Alameda & San Diego Fwy. Night. New boffo track.

SAT. & SUN., DEC. 4 & 5

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi E of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

PARTS SWAP & NEW BIKE SHOW, Cal Expo. Noon-10 pm. $1.50 advance, $2 gate. Swapper's space available Sat. & Sun. 8 am, gate 12, Bldg A. 916/446-5059, 456-6402.

SATURDAY, DECEMBER 4

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Silencers. 415/435-0371.

TT, Elsinore (Ca.) Rcwy. 7:30 pm. Off Hwy 71.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

SUNDAY, DECEMBER 5

PNTA TRIALS, Portland, Ore. Box 131, Weston, OR 97886.

AMA NATIONAL CHAMPIONSHIP ENDURO, Calif. Enduro Assn. 100 miles. 5619 S. Norwalk Blvd., Whittier, CA 90601.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves. Silencers.

HARE SCRAMBLES, El Cajon. 12th Annual Coyote Chase. D-38 pts. Plaster City area, limed from Ocotillo & Hwy 8. Sign 7 am, race 9:30. $3.50. 714/477-7969.

ROUGH WINTER SCRAMBLES, Hayward. Hayward (Ca) Spdwy. Sign 9 am, race noon. $2 ride/watch. Shine or rain. Knobbies swell.

MX, Goose Hollow Unltd. 22 mi W of Salem on Hwy 22. Penton series. $5 post. CMC card. 10:30 am. Box 845, Salem, OR 97308. 503/364-0461.

MX, Cloverfield Race Track, Friendswood, Tex. $2 ride, $1.50 watch. Noon. 713/482-7551.

MX, Feather River. Marysville, Ca., under E St. bridge. New track. Sign 6:30-9 am. Race 9:45. Two motos.

SCRAMBLES, Westside Eagles. La Grange Rodeo Grounds. Silencers. $2 ride/watch. Noon. 209/537-6206 eves.

EUROPEAN SCRAMBLES, Pathfinders. Dunlap Cycle Park, 35 mi E of Fresno, Ca., on Hwy 180, then right turn on Dunlap Rd. for 4 mi. Prac 8:30 am, race 10. $5 entry. 209/255-0582.

ATTENTION CLUBS, PROMOTERS, AND RACE FANS IN GENERAL: All listings that appear on a REGULAR basis in the free Calendar column will be discontinued at the end of the year. Please renew these as soon as possible so the Calendar Editor can get his file together in time for the 1972 onslaught. Box 498, Long Beach, CA 90801.

(Please turn to page 22)

THE WORLD'S GREATEST INTERNATIONAL MOTOCROSS STARS IN THE FINEST MOTOCROSS ON THE WEST COAST IN 1971. ☐ **JOEL ROBERT,** 250CC WORLD CHAMPION, BELGIUM ☐ **ROGER DE COSTER,** 500CC WORLD CHAMPION, BELGIUM ☐ **BENGT ABERG,** 1970 500CC WORLD CHAMPION, SWEDEN ☐ **ADOLPH WEIL,** WEST GERMANY ☐ **DAVE BICKERS,** GREAT BRITAIN ☐ **JOHN BANKS,** GREAT BRITAIN ☐ **AKE JONSSON,** SWEDEN ☐ **SYLVAIN GEBOERS,** BELGIUM ☐ **VIC EASTWOOD,** GREAT BRITAIN ☐ **CHRIS HORSFIELD,** GREAT BRITAIN ☐ **VLASTIMIL VALEK,** CZECHOSLOVAKIA ☐ **GASTON RAHIER,** FRANCE ☐ **HEIKKI MIKKOLA,** SWEDEN ☐ **TORLIEF HANSEN,** SWEDEN ☐ **UNO PALM,** CZECHOSLOVAKIA ☐ **WILLIER BAUER,** WEST GERMANY ☐ **HAKAN ANDERSSON,** SWEDEN. AMONG THE LEADING AMERICAN MOTOCROSS STARS WILL BE ☐ **BRIAN KENNEY** ☐ **BARRY HIGGINS** ☐ **RUSS DARNELL** ☐ **TOM RAPP** ☐ **BRAD LACKEY** ☐ **JOHN DESOTO** ☐ **PETER LAMPPU** ☐ **MIKE RUNYARD** ☐ **GUNNAR LINDSTROM** ☐ **GARY JONES** ☐ **DOUG GRANT** ☐ **BOB GROSSI.**

SEE THE FINAL EVENT IN THE AMERICAN MOTORCYCLE ASSOCIATION'S PROFESSIONAL/INTERNATIONAL SERIES WITH SPECIAL CONTINENTAL STYLE OPENING CEREMONIES AND A **SPECIAL DEMONSTRATION BY THE STARS OF BRUCE BROWN'S "ON ANY SUNDAY."**

FINAL EVENT
TRANS-AMA
500cc INTERNATIONAL MOTOCROSS SERIES
SADDLEBACK PARK
DECEMBER 5TH, 1971

sponsored by

CYCLE WORLD MAGAZINE

GATES OPEN 6 AM
PRACTICE 9 AM UNTIL 11 AM
SPECIAL CEREMONIES 11 AM
FIRST 250cc SUPPORT MOTOCROSS EVENT, 12 NOON
Call Saddleback Park for more information (714) 639-5832
No open riding on race day

(Please turn to page 22)

Cycle News

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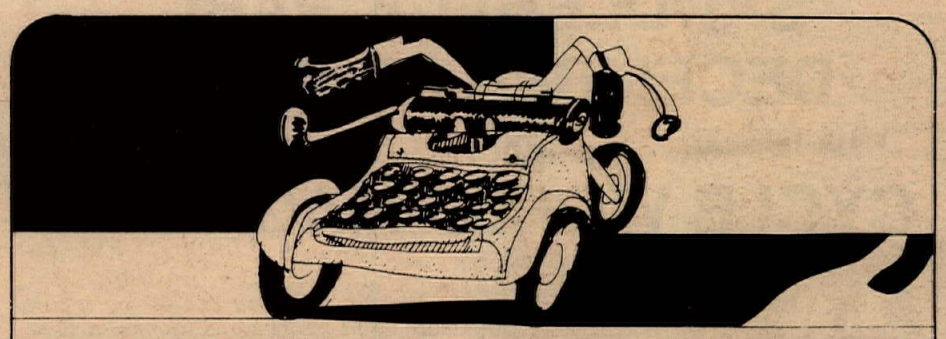


VOICES OF THE WEST

ON THE JACKASS

I wish to write a short commentary on the Foothill Hawks Jackass Enduro for two reasons. First to apologize to the last checker before the second loop's gas stop for the verbal abuse I gave him. Fatigue made me forget my manners. The second reason is to offer a suggestion. As most of the riders know this year's Jackass was very brutal for all but the very best. This is the sponsoring club's prerogative, but in light of current pressure and public opinion would it not be a wise move to prewarn the riders of the difficulties involved? The sponsors of the "Chick Enduro" advertise it as "the hard one" and you enter at your own risk. A rating scale of one to three or from very difficult to moderately difficult could be included in the advertisement. It's bad enough the "little guy" gets it from government, big business, etc. without having his fellow riders ruin what could be a pleasant diversion by having a moderate run one year and an ordeal the following year. The riders who are not part of the sacred 43 or who have no access to the grapevine only realize their demise 30 miles from camp and limp home if nothing more serious happens. This is not a complaint against difficult runs only against not rating the run and giving the bulk of the riders a chance to make up their own minds.

ALBERT NOURIAN
San Diego, Calif.

NAME'S THE GAME

In your article on the Nov. 6, San Jose Indoor you stated quote "after waiting for Gerry Johnson to get his Harley Sprint going in the first regulation heat...etc" unquote, the name is Hal Johnson or Harold johnson, as it states on his card. The official results say Gerald Johnson, so I guess you got Gerald and Harold mixed up.

RANDI JOHNSON
Richmond, Calif.

PAPA UNDER FIRE

Your apparent claim that Super Joe is an example of "dehumanization" is unfair, unwarranted, and is not what I would call responsible reporting.

I am not a chronic letter writer, however, I was very much impressed with Super Joe both by his style and his guts. I believe anyone who witnessed his jump will agree that it takes one hell of a lot of courage to pull off the feat he did. It just does not seem fair that one of your columnists should put him down, especially when the comments are the exact opposite of what actually occured.

A. SAID
Foster City, Calif.

NEED MORE

The Family-Enduro-Poker Run at Red Rock Canyon on Nov. 14, sponsored by Journeyman-Smuggler Trailer Mfg. Co., was so successful it seems to point out the need for this type race in this area. The skilled desert riders are able to attend an event almost weekly that satisfies their needs but it is highly unusual for an event such as this where we can bring the wife and kids along and actually allow them to enter, ride and complete a course that is not beyond their capabilities.

I am sure the sponsors were as flabbergasted as anyone else at the number of entries (1800) and the estimated attendance of almost 10,000. In spite of the vast and unexpected attendance, it appeared that everything went off smoothly, and the chance to win a bike-hauling travel trailer, along with a great number of lesser prizes, was a nice incentive. Understand a special thanks is in order to the Victors Motorcycle Club, and others, for their aid in staging this affair and the clean-up afterwards.

R.F. TERRY
Pico Rivera, Calif.

NOT YOUR FAULT

Friday night Nov. 5, our son Mark Dobbs was injured at El Toro Raceway while riding in the 125 Expert class. We have heard that some of the boys whom were involved felt that they caused his injuries. Mark and we feel that these things happen and are a part of racing, and as fast as the riders are going there is not much of a chance to miss a rider who goes down in front of you; there was no way you could avoid it.

We found it very heart warming that so many people are concerned and have offered their help in any way needed.

Mark required an emergency operation and many pints of blood due to damage and loss of 30% of his liver. So many people have donated blood and offered their help it is unbelievable.

When in some way all of these motorcycle people are united we will have the organization we need to properly promote our sport.

We wish to thank all of these wonderful people who have done so much.

MR. & MRS. L.T. DOBBS

A WORD FOR THE CROSS(ERS)

Just returned from the Bishop M.C. Motocross (October 31). I just want to thank the Bishop M.C. for one of the best races I've been too. They were extremely well organized and they have a fantastic course. It was a little cold but that was the only detering factor. All else was superb.

Anyone from L.A. looking for a good ride – take in the next Bishop race. You won't regret it.

DAVE BROWN
Alhambra, Calif.

TRY AND TOP THIS

Dear Chief Whittet,

After twenty-five years of service, and attaining the grade of Master Chief, the final insult has been received. Denied entrance to a military base as an "undesirable"...

Traveling up Interstate 5 toward Los Angeles, and finding at 0800 that I needed gasoline, I pulled into a base to purchase same, exercising what I assumed to be a privilege granted to traveling service men. Upon reaching the sentry point, I was told to check with the Sgt. of the Guard, upon so doing, identifying myself as a Navy Master Chief, my duly accredited and current California Driver's license, displaying my 11th Naval District Base sticker, and assuring the Sgt. that my vehicle was indeed insured by Government Employee's Ins. Co., I was informed "regretfully," that I could not enter the base. When asking why, I was told that I had not attended their base "drivers instruction school" and therefore could not enter. Explaining I only wanted to go to the PX and buy some gasoline was of no avail.

CNO (Z-57) uses the terms abrasive and demeaning, these are mild to the consternation I felt at this time... State of Calif. licensing inspection "no good", 11th Naval Dist. Security Guard Safety Inspection, "no good" 11th, Naval Dist. Decal "no good", Insurance company "no good" and the soul purpose of this arbitrary requirement for "their school" was explained to me as being necessary to eliminate the "undesirable" element. My vehicle meets and exceeds most safety requirements, and is "box stock" with no "mods" whatsoever, therefore, I can only assume that I, a MCPO was the undesirable. Rest assured, had I not chosen to drive my motorcycle, but had taken my Cadillac, I surely would have been admitted. For only at Camp Pendleton, have I ever heard a motorcycle riding Master Chief called an "undesirable"...

GEORGE R. SPIDELL
San Diego, Calif.

FUTURE MX CHAMPS?

It make the cockels of your heart a bit warmer to know that by picking our entry as the winning entry you have contributed greatly (?) to the making of two future world motocross champions. I plan on taking the 500 class, while my brother will dial in on the 250 class. Although there is no doubt that we will make it, we thank you for your contribution.

TERRY AND JOHN HANDELIN
San Francisco, Calif.

That's all we ask – that you remember we helped you when you needed it the most. By the way, which of you is "I"? Also, we thank you for correctly remembering our name...Ed.

OUT FOR AWHILE

Bill Ladd, CMC No. 322, has developed a serious heart infection and will be hospitalized for four-to-six weeks. Right now our big problem is morale. Any cards or letters would greatly be appreciated. Please mail to: Bill Ladd, Rm. No. 607, Mercy Hospital, San Diego, Calif. 92103.

THE LADD FAMILY

GOOD SHOW

Re Husky ad, back over, Nov. 23rd issue: Big Deal! So Malcolm Smith and Gunnar Nillson took the Baja 1000 with an "Out-of-the-crate" 400cc Husky (complete with engine change, 8-speed, big gas tank and lighting equipment); I think the real challenge would e to win Baja with a Husky still *in* the crate.

WAYNE LEGGETT
Orange, Calif.

PUT IT IN THE BOOK

The undersigned executives of Caesars Palace have this day remeasured the distance covered by Evel Knievel in his motorcycle jump over the Roman Fountains in front of Caesars Palace on December 31, 1968 and reaffirm that the distance covered was 144 feet, six inches from takeoff ramp to receiving ramp.

It is the understanding of this hotel that this feat represents a world record.

GEORGE KING, Public Relations
RAY MOORE, Engineering
Caesars Palace
Las Vegas, Nev.

CALLING ALL BIKES!!

Doug Grant, our AJS "works" rider, had his van stolen recently whilst in Tacoma for the Trans-AMA motocross. He lost both Stormer bikes together with parts, tools and many personal effects.

We would like to take this opportunity of thanking Jim Coughlin (Bell), Jim Newman (J & J Motors, Portland), Ernie Pico (leathers) and those great guys at Webco for supplying replacement items as soon as they heard of the robbery.

For the information of eagle-eyed readers, the bikes have frames numbered 042 and 3392 and an appropriate reward is offered for information that leads to the recovery of any of the stolen equipment.

MIKE JACKSON
General Mgr.
Norton Villiers Corp.

GROOVEY!

I'm the "very cooperative and efficient lady Ram". Considering the harrassment you took from "one of the most obnoxious drunks", I think your write up on the Rams Hare & Hound is the best of the year.

DEE ELAM
Rams M.C.

MAMMOUTH MOUTH

As a member of the Bishop M.C. I've taken upon myself to thank everyone that made our 3rd Moto-X a success. The many compliments received help us realize how much our efforts to put on a good race are appreciated. Hope to see all of you again – maybe in the spring for an equally good, if not better race.

BOB MALMSTROM
Bishop M.C.

IT'S STOCK

There has been some speculation at a couple of the races, as to what type engine is in "little Shoe No. 13's" machine. It is not a 70cc or Steens Hodaka 100cc set into a Mini Enduro frame. It is a 60cc, the same as it came with. No more has been done to it then what the other "little shoes", have done to theirs and probably less than others.

MILDRED BRUNO
Los Angeles, Calif.

A HUN FROM THE HUNS

Attention!!

This is to announce the winner of the 100's M.C. $100 Gift Certificate.

The drawing was held at the club's last meeting.

The winner was Woody Schamel.

Thanks to all of you who participated.

100's M.C.

WHERE TO LOOK

Purchased CN, dated Nov. 2, 1971, Vol. VIII Number 42, to see how we placed in M.X. at Indian Dunes on Oct. 24.

Read article page 8 titled Watkins Shows His Stuff but turned to page 28, as instructed for results but could not find.

Could you clear this matter for us or are we blind?

LON PETERSON, 10, 125 Sr.
JOHN STROUB, 002, 125 Jr.
VON PETERSON, 27v, 125 Jr.

Very seldom, if ever, does Indian Dunes supply results in time to accompany the report from John Grout...Ed.

WEIRD PROBLEM

I have a weird problem. I live in La Habra Heights, a rural area in the hills above La Habra and Whittier. I ride in this open field called Hacienda Park, which is not really a park but an open field. It is public property, horses, picnicers and just plain loafers can go there with no problem. But when I go there the police are on me like a rash! What I can't understand is why I need written permission to ride on public property. No horse riders need it, why just bike riders? The cops tell me it's not public property, it's private and I need written permission from the county. Fine, I get permission but the

(Please turn to page 23)

WRITIN AROUND

Neighbors , Nature Welcome at Dixie Cycle Park

By CHARLES CLAYTON

Maysville, Georgia--Whoever thinks that motorcycle riding reserves have to be noisy, unecological or lacking in community support should have been here last week for the opening of Dixie Cycle Park. "Bulldozer, spare that tree!" was the watchword by which Dixie Cycle Park was created and the construction of a pond, grassy slopes and a fine, rough motocross course added to, rather than disrupted the forest in North Georgia where the new cycle park sits.

Whereas a nearby motocross park was shut down after its first event due to protesting neighbors (who claimed they could hear the wide-open exhaust noise a mile and a half away), Dixie Park has the full support of the neighboring communities of Maysville, Commerce and Homer. Mayors of the three towns attended the opening event, watched the races, listened to them and wished the park management every success. The difference is that Dixie requires silencers on all the motorcycles; the other parks did not.

Even Georgia's U.S. Congressman William Stuckey, who made a brief appearance, was emboldened to admit that he has long enjoyed the services of a 350 Honda. It's that kind of a motorcycle park...kinda makes you feel proud to be a bikie.

Maysville happened to be having a little shindig they call their "Fall Leaf Festival" on the weekend that Dixie Cycle Park opened and the 800 or so motorcycle fans who came to town helped to make it the biggest success ever. The Chamber of Commerce was grateful. A few local residents had voiced complaints while the park was a-building that they feared it would bring too many changes to the town. They thought of Hells Angels, dust, noise, hippies. I didn't hear any such talk afterwards. The town's porches were buzzing with bench racing. "Didja see that ol' boy go rump-over breakfast when he made that jump?" Yeah but what about them fellers stuck in the mudholes like bulls in a waller!..

The opening of Dixie Cycle Park had a few hints of things to come in this garden spot of motorcycling: European Gordon Bowden flung his Sprite to some incredible lengths in the motocross. Modern facilities nestled among the pine, hickory and dogwood trees. Shade, a good sound system and ample refreshments made the occasion a plesant one for all.

As one of the directors of Dixie Cycle Park, I am quite gratified by all this. It is something I have been trying to convince motorcycle track owners to do for some fifteen years with no success. They all say that they'd like to spruce up their facilities and tone down the annoyances, but can't afford the cost. Actually, DCP was brought into being for very little money in a little over a year's time. It only attracted a small number of people for its maiden event, but it paid a $1,500 purse to the professional racers, awarded some very nice trophies to the amateurs and purchased about a million dollars worth of good will toward motorcycling.

By that time the grass we've planted on the motocross course should have taken root well enough to hold another big race. And the ducks should be well accustomed to the pond. Unlike their fellow feathered friends at Ascot Park in California, they'll never be deaf ducks. Dixie Cycle Park is out to prove that nature and motorcycles don't have to be in conflict with each other.

"NO MOTORCYCLES"! These signs still run the length of New Jersey on the Garden State Parkway. The Four Owners Association has launched an attempt to "open the Garden State" by entering their Test Four No 2--a Honda 750 Four ridden by "Ambassador", Ben Harroll.

This parkway is the last limited-access throughway prohibited to all motorcycles and Four Owner Association plans include telling the story to the general public via eastern TV, petitions and promised pressure on the federal level in Washington.

A major talk show broadcast has already been arranged; thousands of names acquired on petitions; and promises of action hinted at when congress is again in session.

NO DIPLOMATIC IMMUNITY for Four Association "Ambassador" Ben Harroll on New Jersey's Garden State Parkway. Gentle Ben challenged the New Jersey Highway Authority's "NO Motorcycles Allowed" rule with the Honda Four. He was accomodated by New Jersey troopers The International Four Owners Assn. has launched a campaign to "open the Garden State". This attack includes petitions, telling the general public the motorcyclist side by way of publicity

gambit

by ron schneiders

A few weeks ago I wrote a column which unfortunately appeared without the stock column head, and was thus assumed to be a news story by many readers. The subject of the column was District 37 and democracy. It received a great deal of attention. Some of the replies were favorable but most were critical. The critical replies ranged from fairly reasoned letters and conversations voicing legitimate objections to an emotional diabribe delivered on the floor of a District meeting by a guy who was a racer before my time. Some of the praise that I received for that article is no more warranted than some of the criticism. All in all, it is a bit embarrassing, but I feel that with all the interest I've stirred up, I am owing some response to those who were sufficiently motivated to write, phone, or seek me out.

When a writer has to say "That is not what I meant," he may take himself off the hook for whatever his critics thought he was saying, but he hands himself upon a higher one because his profession is communication and he has just admitted that he either does not know his audience or that he cannot write clearly — either of which is far more damaging to the writer's soul than any criticism of his thesis! Nevertheless, I must say just that. Readers assumed that my column was meant as a criticism of District 37, the Sports Committee, Larry Haley, Mike Hinshaw and possibly democracy. Whatever, they saw it as criticism of what went on during those two weeks. It was not. Or at least it was not intended to be.

When I went to that fateful Sports Committee meeting, I had no assignment, and no intention in this world of reporting anything that happened to anyone except my fellow club members. I took no notes. The only thing my club was going to be interested in was whether or not they were going to be able to hold a club run, and I could remember the answer to that one! It was pretty cut and dried: they weren't. Later, at the coffee shop, listening to Mike Hinshaw and some of the other officers, I began to get the idea that maybe it wasn't quite so cut and dried after all.

I was struck by how similar the situation in our District was to the workings of democracy on the State and Federal levels. I was also somewhat fascinated. If you read the newspapers about some problem being handled by Congress and try to figure out what's happening, you can become thoroughly baffled. One day a bill seems certain to become law; the next day it's killed, dead as a doornail. And who knows why or how it happened. But here was a simpler, but very similar, system, and I could watch the whole thing happen. I thought the readers might be interested in watching a practical democracy at work, particularly since it was working on an issue that obviously interested almost everyone.

Two weeks later I called Larry Haley to see if what I had expected to happen, actually came to pass. If it hadn't, I was just overly-imaginative and I had no story. But it did happen, just about like I expected, and I was quite excited. I sat down and wrote the story right then. The similarities between our State and National laws, the excessive penalties, the workings of committees, the uncontrollable Congress, and the District's workings were so great I didn't think it was necessary to bludgeon it to death with prose.

I blundered badly. I had not reckoned on the passion with which various people viewed the subject of my civics model. The people who called and wrote weren't interested in democracy, or whether it paralleled anything, or whether it was good for the District, or any other such airy concerns. They read

(Please turn to page 23)

scramblin' around

By Maureen Lee

Have you noticed lately that people seem to be picking a little bit hot and heavy on Evel Knievel? If your read Letters to the Editor in various publications plus editorial pieces about the merits of the various jumpers, it's getting a bit out of hand so naturally I just couldn't resist throwing in my two-cents.

It's a cinch that Evel doesn't need me to defend him on any count, he can take care of himself in any, and I mean any, situation, should the need arise, especially if you've heard the tale of what happened at San Francisco after one of his jumps there and some of the 1%'s started to get a bit hostile. Whee! But another pat on the back never hurt anyone.

Some of the newer jumpers and their fans are now saying that they have bettered Evel's record, he won't jump against them, he uses safety ramps and they don't...and etc., etc., etc. But there's more to it than just jumping. Someone has said that Evel's jumps could be duplicated by any top Class C Expert in full control of his mount such as Bart Markel and I'm almost inclined to go along with that. But Evel has a lot more going for him than just those fantastic jumps. It's what's known as the star quality. You can be a brilliant technical actor but without that star quality you're not going to make it. With it, you can jump a go-cart on a Schwinn bicycle and sell it to the crowd, without it you can jump the Golden Gate and the crowd will say, "Nice Jump, that," but won't give you the adulation.

Evel is showman par excellence, plus being (to me, anyway) the best in the business. One of the other side even started making remarks about the number of crashes Evel has had and that all those broken bones show he's not doing something right. Well, to that gentleman I say, wait 'til you take that first God awful one buddy, and you will. In that profession it's inevitable, and then we'll see if you hang it up or come back with the grace, style and showmanship and fire still intact when you feel like you should be six foot under. Who can ever forget the sickening slow motion film of Evel's Vegas crash when you see that peg come off, his leg come loose and then to know that there isn't one damn thing he can do to save himself. Surviving that would put 99% of humanity into the mental condition of never trying anything else but playing tiddly-winks for the rest of their lives, but not our Evel. One of the best quotes I heard about him was from BSA's Pete Colman.

I was doing a piece on the AMA and had an appointment with Pete to check out some facts. At that time Evel was getting ready for the Grand Canyon jump and Triumph was his sponosr. Naturally, the conversation got around to the bikes being prepared and Pete said, "He's fantastic. He sat here talking to me about that jump. I *know* he can't jump that Canyon, but you know what? He's got me believing he can!"

Well, the Snake jump is getting nearer. Haven't heard anyone of Evel's fellow jumpers saying if he does it, they'll do it too to show it's not that hard, have you?

Found a place to go trailing the other day, still open even with the ordinances in effect, on land owned by a very understanding gentleman. He lets the bikes go in and play and the area will remain open as long as no one breaks any laws, like riding a dirt bike over to the local pop shop, mufflers are required and no horsing around. There's even a sign asking for this plus no riding in the parking lot. One young gentleman on a little bike carrying CMC plates was demonstrating his wheelie techniques for the peasants (there's one in every crowd) but the owner wants the bikers to police themselves so if he hadn't finally stopped it, there was a move under way to grab him by the shirt front and separate him from his bike in a hurry. Nope, not going to tell where it's at, either. The last time off-the-road spots were published they all got so crowded that it wasn't long before the big crackdown came and we were all run out. So if you know of one of these little gems, keep anyone informed you see riding there to try and behave themselves. If we act nice, so will the landowners.

Even ran into Frank Morgan there. He hasn't got a bike now. Can you imagine one of the Morgans without a bike? And brother Jack, who was trail bike Numero Uno in the desert for more years than his competition cares to remember, just plays a bit now and again. He was my desert hero, not only did he ride a Hodaka but his riding ability brought him in over-all ahead of many of the big sleds.

Going back over some of the reports of the Baja race it seems that many of the bikers were scared to death of being caught by Parnelli, with good reason. Ask John DeSoto, he'll tell you a tale! One thing I can't understand is why be so scared, he's only human and a nice guy to talk to. On the track that's different, but come on now bike riders, don't be afraid of little old Parnelli, he'd react to a punch in the chops like anyone else. The car drivers don't take any guff from each other and if you want to read a very interesting look into the world of what the big boys are like, read Mario Andretti's book "What's It Like Out There?" It comes in pocket form and is fascinating.

If I had the chance of being chased down a track by Parnelli or A.J. I think I'd rather be chased by Parnelli, but if the two of them were back there, I'd quit!

The European motocross riders aren't above exchanging a couple of rounds now and again either when someone over steps the bounds of sportsmanlike riding and at one time a certain World Champion had a price on his head of a nice size payable by one rider to anyone who could put said Champion right on his buns. Sorry, can't tell who, that's one of my privileged information stories, but it's true!

Busy at work on my traditional Christmas list now, if I can just keep Papa Wealey from inserting items into my column (which is a low down journalistic trick) so maybe you'll be on my Santa's wish list this year.

(Come now, Maureen, we wouldn't do that...."Papa".)

DECOSTER, SCHUTZ

By John Bethea

LIVERMORE, CAL., Nov. 28, 1971 – After sweeping last week's Trans-AMA event at Puyallup, Wash., the Suzuki team of Roger DeCoster, Joel Robert and Sylvain Geboers appeared to be out doing it again today at Carnegie Cycle Park, but only DeCoster lasted all three motos and convincingly won the International event before an estimated 10,000.

The Suzuki woes began in the second moto after the initial round and gone to Robert, Geboers and DeCoster respectively. Roger gained the point immediately with Robert right on his rear wheel for the first few laps. Then, suddenly, Joel disappeared from the track. Weak shocks forced him out and Geboers took over with Adolf Weil (Mai) third and Willi Bauer (Mai) fourth.

As DeCoster continued to stretch out his lead in the late stages of the 30-minute moto, England's Andy Roberton, who finished sixth in the first round, snuck his Husky into fourth slot past Bauer, and then third past Weil where he finally finished.

The final round also brought troubles for Suzuki as Geboers was forced to spectate the last half of the race at the base of the hills while his mechanics tried figuring out what to do. Sylvain had been running fourth at the time with Robert in first. Two laps after Geboers dropped out, DeCoster zapped Robert and the race was on against the clock as Robert's machine began to dip off the pace. Weil got by but the World 250cc Champ rallied back to second soon after and held it for five laps until the rallying Roberton scurried by and went on to take second. Robert, again found himself being pressured by Weil and the Maico finally got by for good with still a third of the event left. Robert back off the pace and began conserving the machine so he could finish, as he did, good enough for fourth overall ahead of teammate Geboers in fifth.

The moto breakdown's quickly showed that Weil had accumulated a narrow victory over Roberton in the race for runner-up honors, but re-examination showed the pair actually tied and with Roberton's second in the final round, Weil should drop to third overall; this is unofficial.

While the European Suzuki riders had troubles, so did America's John DeSoto and Russ Darnell. The Flyin' Hawaiian dialed his throttle on wide open in the first moto and was first Yank across in ninth. The next round found his troubles beginning and he lost two positions when the checkered flew. The problems weren't corrected in time and DeSoto was forced to view the final race from the lap-counters' stands.

Darnell, likewise, couldn't find the combination that keeps the bike competitive and it ended with Russ finishing in the points in only the final race of the day.

With DeSoto out, the Top American honors fell into the lap of Mark Blackwell, who trailed DeSoto by a mere one point going into the final race of the day based upon a 12th and ninth. In this, Blackwell got another of his "fair" starts and preceded to work his way from 16th to finish eighth, listing him 11th overall at the tabulation.

Suzukis weren't the only machines to succumb to the rapid pace. Vic Eastwood had to roll in the bike in the final race and while he was doing so stopped to chat with Dave Bickers (CZ) who had thrown a chain. Bickers got it going again and still finished 19th to finish 10th overall.

West Germain Maico rider Werner Schutz signed up for the 250cc National class and smoked the American foes who have previously dominated the class.

In the first face-off, Gary Chaplin tucked into the lead and led for a great portion of the race but he tired of the pace and Werner kept right on pushing and got by to win by a good margin.

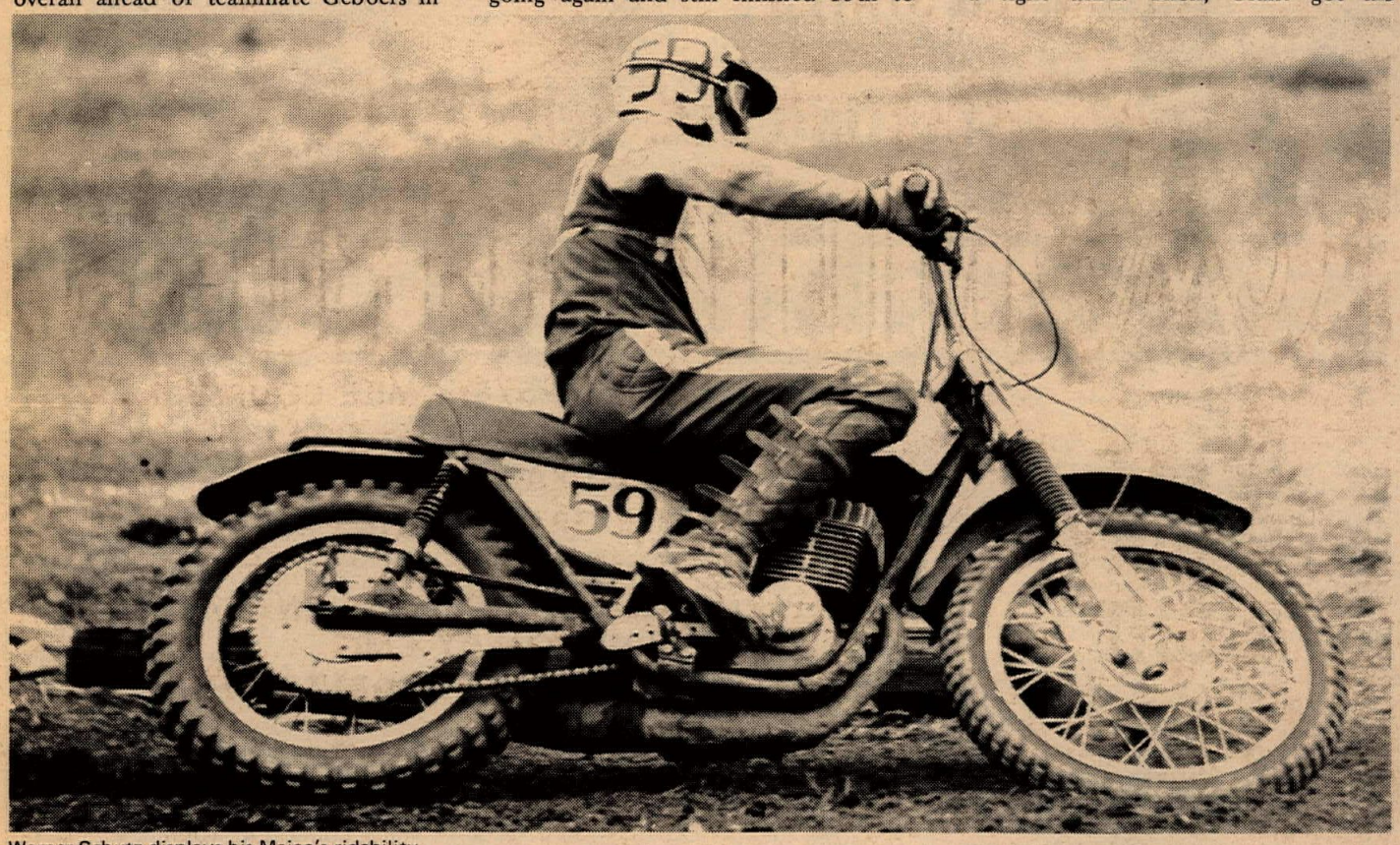
The second time out, Schutz got the lead from the snap of the rubber band and was never headed. Chaplin gave chase for the first half but his rear wheel suddenly seized up and the cause was about half-a-dozen spokes having snapped. While Chaplin carted his Maico back to the pits, another Maico took up the charge for second, this being ridden by Jim Wicks, last week's 250cc winner. The lead was too great, however, and Werner won by a wide margin.

The final was a different story, however. Schutz again got the early lead but Wicks was hot on his exhaust pipe, as was Chaplin, Ron DeSoto (CZ) and Doug Grant (AJS). Grant, who finished fifth and third in the first two, began to push hard and took over fourth when DeSoto dropped out with mechanical problems.

Schutz continued to lead but the gap began to narrow as the race became of age and with three laps remaining, Wicks finally succeeded in skipping by. Chaplin, by this time, had dropped a bit off the pace allowing Grant into third and the five-minute sign appeared with Wicks leading, Schutz second and Grant a tight third. Then, Grant got his opening when Schutz banged into a rider he was lapping and went down. Grant took over second and Schutz recovered in time to retain third. Time ran out and that's how they finished.

Overall, Schutz garnered top honors with Wicks a fine second. Grant snuck in for third and edged out Chaplin. Jim

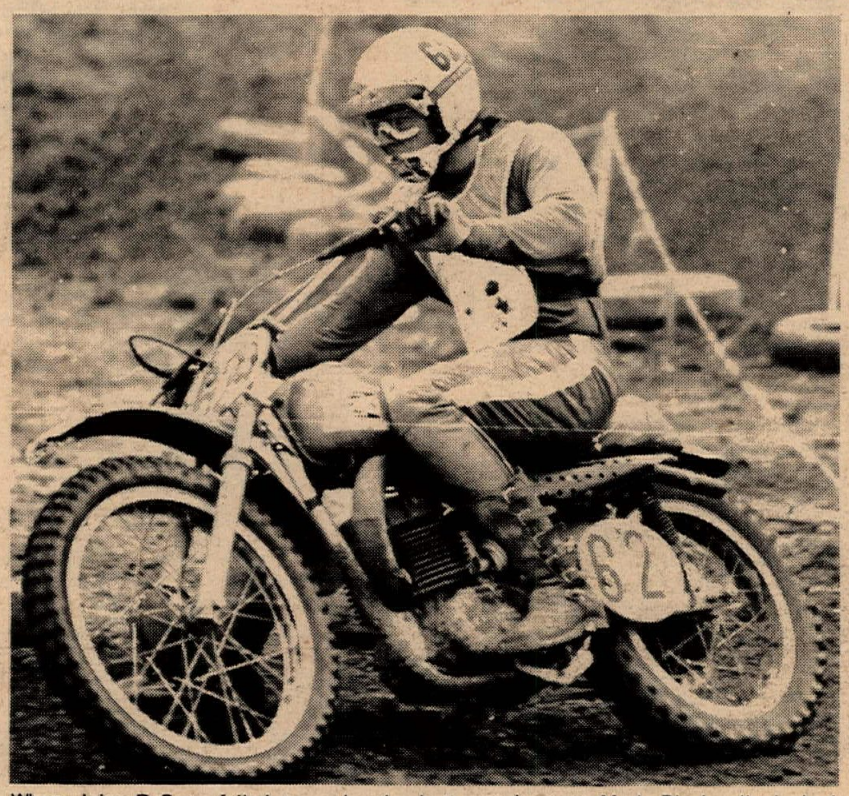
Sylvain Geboers smooths out a fast Carnegie Cycle Park



Werner Schutz displays his Maico's ridability.

Mike Welland tries match-racing up the hill with Joel Rob

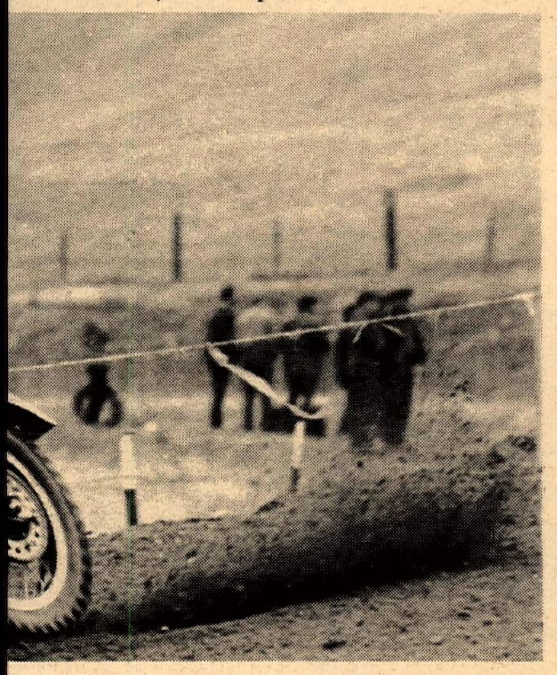
Gary Chaplin held off Werner Schutz's drives for much of the first National moto but finally gave in to the West German, who went on to win overall.



When John DeSoto failed to make the last moto's start, Mark Blackwell cinched the first American spot at 11th overall.

STOMP

Pomeroy made a great showing to take fifth spot as he finished third in the first moto and sixth in the final but really showed his worth in the mid-round. In this, he threw a chain and lost several laps getting it back on, but when he did, he dropped right in with the leaders and really set a pace till the end.



For most of the day's racing, the Suzuki riders were no further apart than this...then troubles set in.

Mike Cram lost the use of his expansion chamber and it cost him many valuable positions.

RESULTS

500cc INTERNATIONAL	
Roger DeCoster 3-1-1	Suz
Andy Roberton 6-3-2	Hus
Adolf Weil 2-6-3	Mai
Joel Robert 1-x-4	Suz
Sylvain Geboers 4-2-x	Suz
Willi Bauer 5-4-7	Suz
Pierre Karsmakers 7-5-x	CZ
Gaston Rahier 11-10-5	CZ
Chris Horsfield x-8-6	CZ
Dave Bickers 8-7-19	CZ
Mark Blackwell 12-9-8	Hus
Kent Ohlin 15-16-9	Hus
John DeSoto 9-11-x	Suz
Bard Lackey 13-17-10	CZ
Dale Burton 17-12-13	CZ
Gary Jones 14-14-14	Yam
Mike Runyard 19-13-12	Mon
Jim West 18-15-15	Hus
Vic Eastwood 10-x-x	AJS
Bill Clements 20-x-11	Hus
250cc NATIONAL	
Werner Schutz 1-1-3	Mai
Jim Wicks 4-2-1	Mai
Doug Grant 5-3-2	AJS
Gary Chaplin 2-x-5	Mai
Jim Pomeroy 3-x-6	Bul
DeWayne Jones 7-5-7	Yam
Tim Hart 6-x-4	Mai
Lars Larsson 8-4-9	Hus
Tom Rapp x-6-8	Bul
Bruce McDougal 16-7-13	Yam
Carl Cranke 14-8-10	CZ
John Maroney 10-9-14	CZ
Dick Mann 9-13-12	BSA
Bob Norgaard 13-11-11	CZ
Gordon Ochs x-10-19	Bul
Mike Welland 15-x-15	Mai
Chris Carter x-15-16	Yam
Mike Cram 11-x-x	Mai
Bill Uhl x-16-17	Bul
Ron DeSoto x-12-x	CZ
Ron Stockman 12-x-x	CZ

Russ Darnell and Dick Mann discuss the BSA 250. Mann kept in there in each 250 moto and collected 13th overall for his efforts; Darnell had troubles and didn't do as well as he'd wished.

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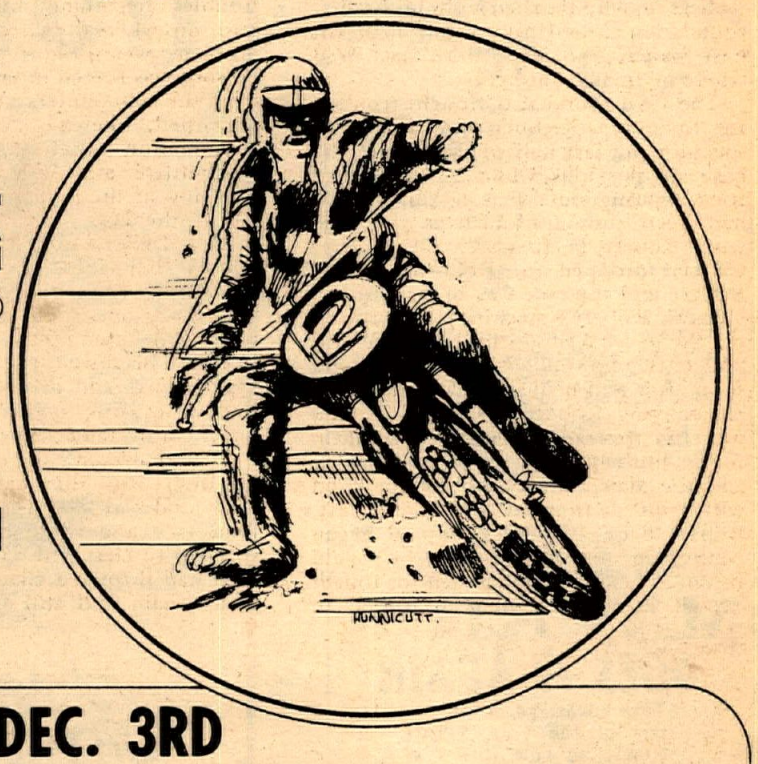

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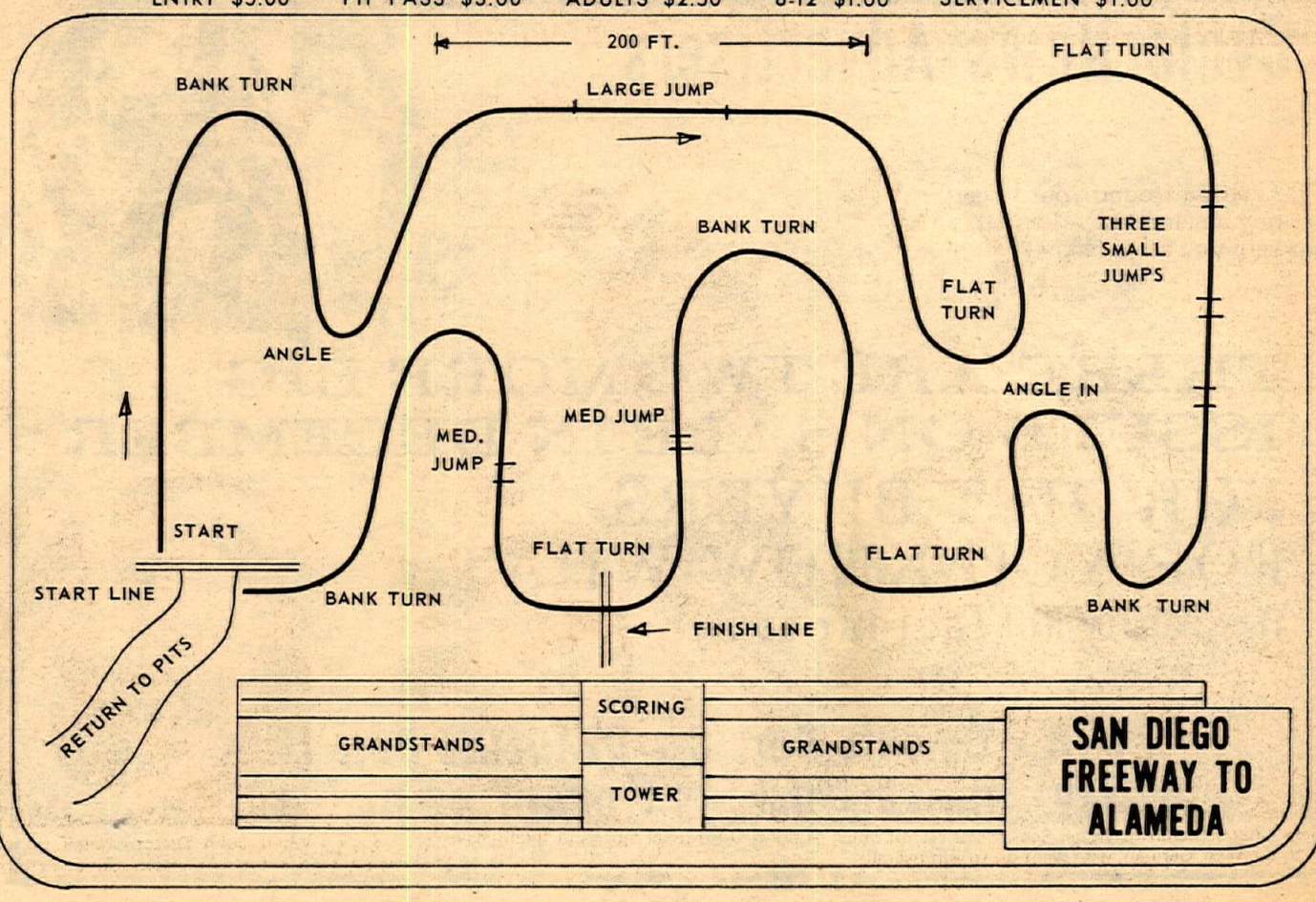

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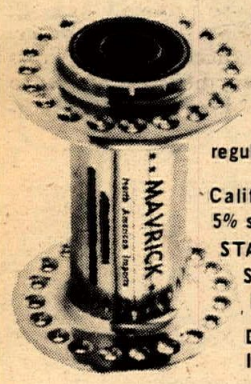

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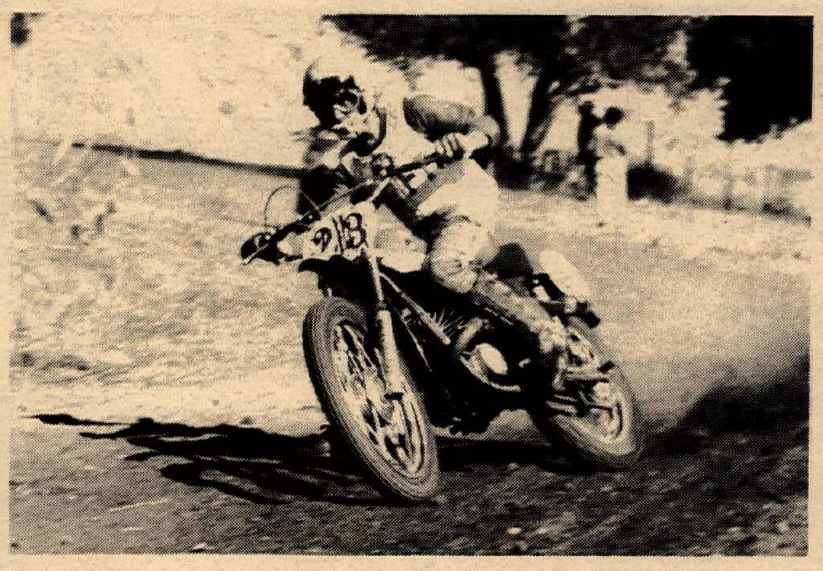

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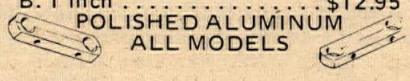

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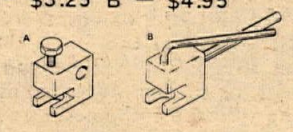

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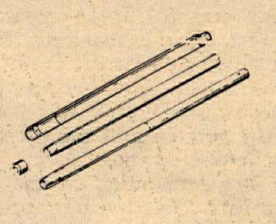

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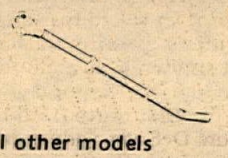

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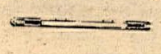

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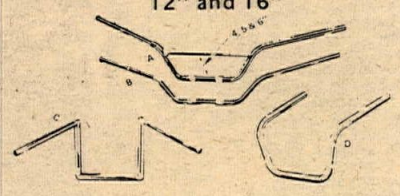

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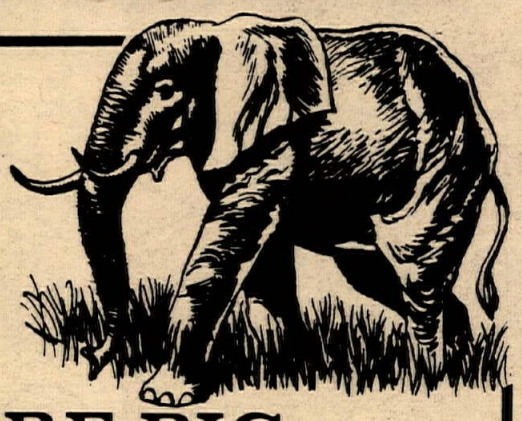

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THINK HOLIDAYS. . .THINK HOLIDAY SPECIALS. . .THINK CYCLE NEWS ADVERTISING

Hart, Schutz Share Ontario Turkey 'Cross

By Pere Szilagyi

ONTARIO, CAL., Nov. 25, 1971 — Suppose they gave a Thanksgiving Day Motocross at Ontario Motor Speedway and nobody came? A good turnout of name riders raced in two classes for a $3000 purse in front of sparsely occupied grandstands. Many watchers left early to go home and chow down when it became apparent that the show would last far longer than the promised 2 p.m. finale. Among the hardier spectators were John DeSoto, Bryan Kenney, and Texas racer-motopreneur Bill Kasson.

In a convincing testimonial to the durability of European riders, Werner Schutz raced for a total of two hours aboard his 250 and 400 Maicos. Werner finished first overall in the Open class and third in the 250's. A third moto spill that bent his shifter prevented him from winning all three 250 races.

Tim Hart scored top loot with a trio of seconds behind Schutz and DeWayne Jones. Hart led Schutz for 17 minutes of the second moto, but couldn't maintain the advantage when the speedy German made his move. Peter Lamppu (Mon), Ron Stockman (CZ), and DeWayne Jones (Yam) swapped places behind the leaders.

Jim O'Neal enjoyed a slight lead in the race for fourth with Lamppu in the middle moto. As the pair approached the small jump, O'Neal's top triple clamp broke and his forks separated from the rest of the machine. Both riders went down in a jarring crash, but Lamppu was able to remount and pick up the position. O'Neal was badly shaken by the sudden spill and the sight of his dismembered motorcycle. On each tour, the remainder of the 250 pack nervously eyed the broken Rickman lying alongside the track.

DeWayne Jones, inspired by a good start, led the third moto almost all the way. Hart's Maico pushed Jones early in the heat to offer token resistance to the Yamaha rider's position after Schutz bowed out suddenly in a cloud of dust. Bryar Holcomb had a good shot at the leaders on the first moto until his motor soured. Ron DeSoto rode most of the second heat with a flat tire.

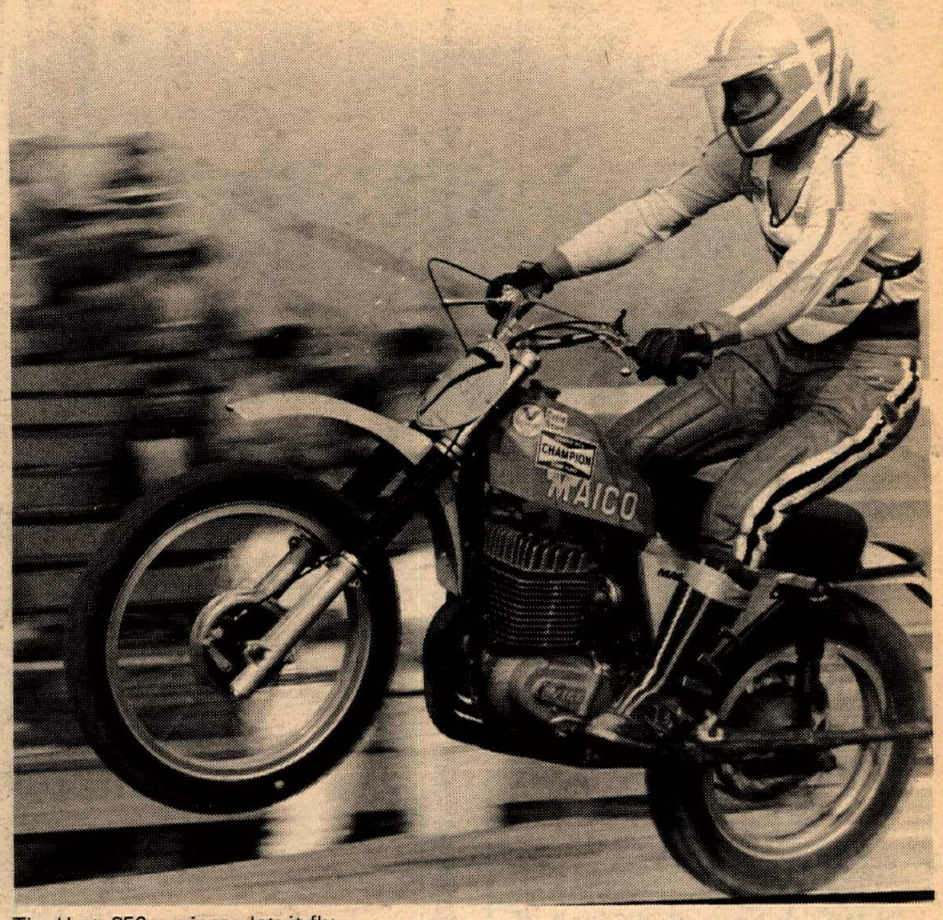
Tim Hart was also scheduled to compete in the Open class, but his scooter quit running in the premier moto. If Tim had been able to continue with the same verve he displayed in the 250's, the big bore outcome would have been even more uncertain. Tore Jonsson, Mark Blackwell, and Schutz each won a moto. Blackwell, top Americanto date in the Trans-AMAs,rode an impressive second moto. Schutz made an attempt to pass Mark's Husky on the final moto. Schutz made an attempt to pass Mark's Husky on the final lap, but quickly decided to settle for second rather than chance a mistake that would allow third place Mike Runyard past. Bryar Holcomb rode in Blackwell's shadow for several laps, but crashed to adminster the *coup de grace* to a dsiappointing afternoon. Tore Jonsson won the third moto handily, displaying the same equanimity that carried Schutz and Blackwell to their victories. Blackwell appeared to be ready to challenge Schutz's lead in the first race. Mark soon learned that the real challenge lay behind him in a rapidly-approaching Tore Jonsson, Werner scooted to a 10-second lead and his Maico teammate eventually forced Black to accept third.

Ontario Motor Speedway plans to make the Thanksgiving Day motocross an annual event. Starting in 1972 it will be the final event in a four-race point series. There will also probably be a '72 Trans-AMA at OMS. If the promoters plan to have a successful motocross season next year, they will have to solicit and train scorers *before* the races start.

RESULTS

250	
Tim Hart	Mai
DeWayne Jones	Yam
Werner Schutz	Mai
Peter Lamppu	Mon
Ron Stockman	CZ
OPEN	
Werner Schutz	Mai
Mark Blackwell	Hus
Tore Jonsson	Mai
Mike Runyard	Mon
Gary Harris	Hus

Werner Schutz holds off a charge.



Tim Hart, 250cc winner, lets it fly.

DeWayne Jones, second in the 250cc class, leads eventual winner Tim Hart (7) around the turn.

Mark Blackwell (62) is being chased by Jim Cooke (94) in Open competition.

Tore Jonsson takes an Ontario turn with power and control.

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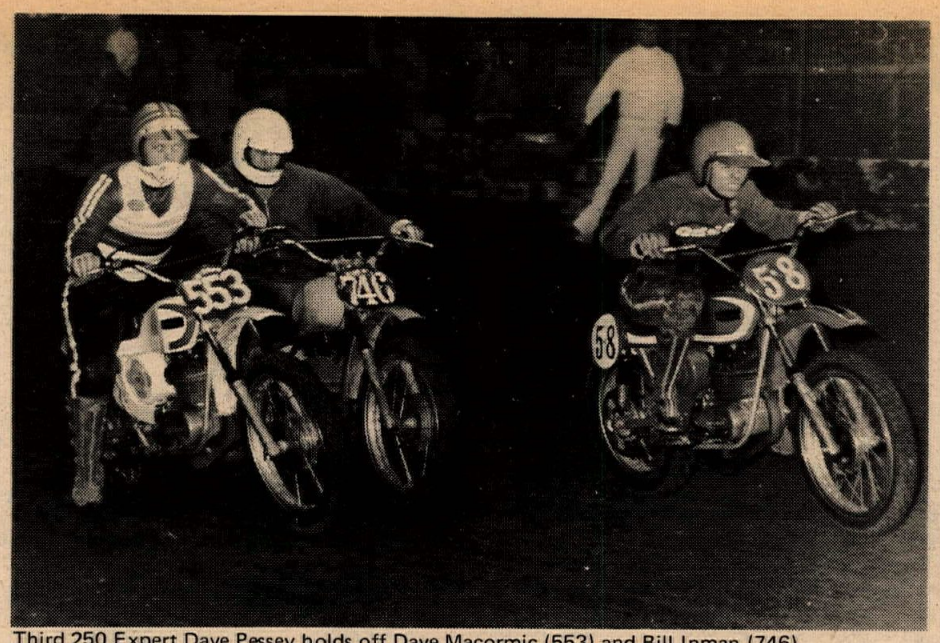

Third 250 Expert Dave Pessey holds off Dave Macormic (553) and Bill Inman (746).

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Ascot Gives Last Gasp-- Bids MX Bye

By Eric Raits

GARDENA, CAL., Nov. 25, 1971 — Ascot's fading motocross program gave its last gasp and died Friday night.

Rider and spectator interest, at least numerically, had steadily dwindled the last cold weeks of the season until 100 riders and 500 spectators were on hand for the last few nightly shows.

Bill Payne did his best to enliven the proceedings by winning a pair of Expert classes. Payne drew on two-thirds of his skill to whip Joe Scotland and Tom Cook in the no-contest 125 class.

Payne and Werner Schutz tried to put some zip into a 500 Expert and Intermediate race which consisted of them, Bryan Lendl, Clifford Bean, and the only Intermediate to make the starting line, Paul Mahnke. Bean added to the excitement by riding all night stuck in third gear.

Payne beat Schutz two out of three.

West German Schutz had the 250 class to himself. His two bad starts were probably intentional to give himself something to do so he wouldn't fall asleep. Mike Hortsmann rode steadily all night to beat Dave Pessey for second.

CMC Friday night motocross moves to a new location, Lion's Drag Strip in Wilmington, for the winter season.

(Results on page 20)

Here's Macormic again but this time he's beating someone.

It's hard to say if he's getting off or getting on.

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Sometimes the hardest battles are against your own machine.

Urban, Smith Win Carlsbad

By Eric Raits

CARLSBAD, CAL., Nov. 28, 1971 — Carlsbad's Pied Piper, Bill Urban, again won a pair of Expert classes Sunday at the Southern California motocross facility.

Riding in spite of painful nether regions, Urban beat off the challenges of Marty Tripes in the 250 class and Jim Beauchamp and Chuck Bower in the 125's.

Tripes got rotten starts and had to play catch-up all day. He came from dead last to beat Urban in the first moto, then loosened a gas tank trying to repeat his performance in the next moto. He worked up to second in the third race but couldn't catch Urban.

John Fackler took third behind Tripes.

Gaylon Mosier and new Expert Doug Sherman had periods of inspirational riding but fell victims to bad luck at one time or another.

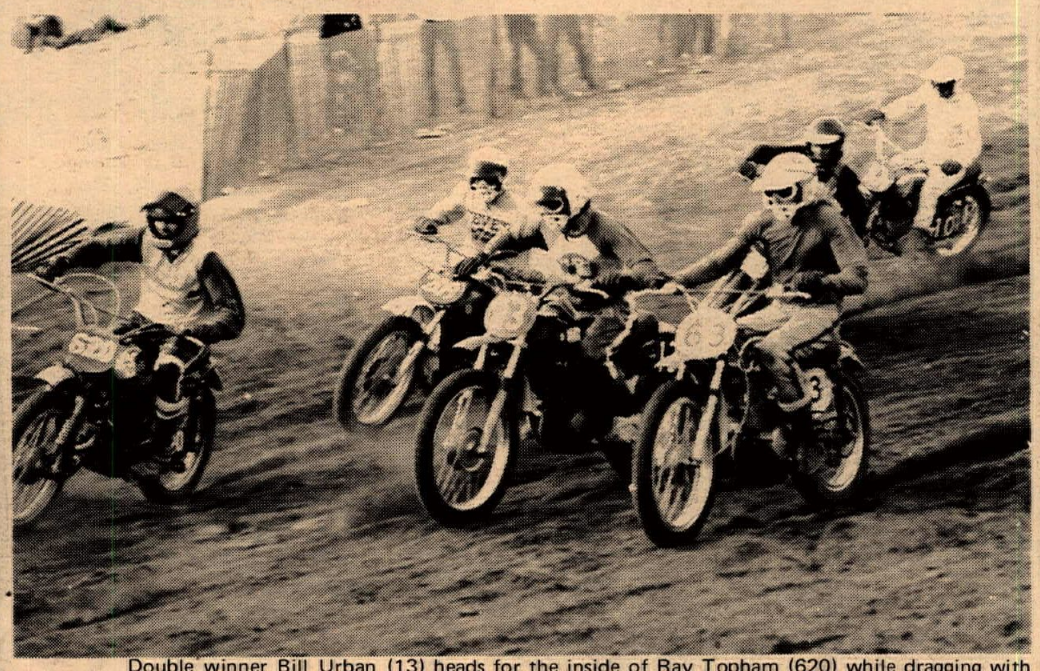
Dave Smith beat Mark Nohr in the 500 class. Nohr scattered a clutch hub in the first moto, knocking a chunk of metal out of his transmission case. As the oil leaked out, Nohr's transmission growled and groaned but stayed together. He ptached the hole with tape and silicone sealer but could only beat Smith once out of three motos.

Smith and Urban are pairing up to tour the United States next summer, hopefully to hit the Inter-Am trail. Anyone interested in partially sponsoring the tour is invited to contact Smith or Urban.

Vincent Byrnes had a second in the 500 Int. class and won the 125 Int.

(Results on page 20)

What could be more fun than leaping a Husky?



Double winner Bill Urban (13) heads for the inside of Ray Topham (620) while dragging with Tim Lunde (63) and Tom Cook (209).

Chris Beck uses the outrigger.

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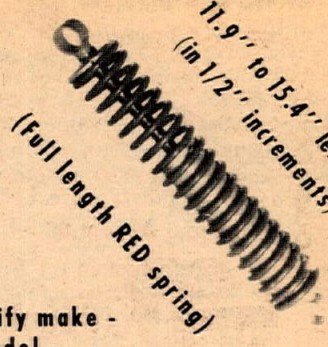

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USRC Folks Getting Better

By Buzz Baty

EL TORO, CAL., Nov. 28, 1971 – The USRC folks seem to be getting the Sunday afternoon show smoothed out. Today saw the pit gates open at the stroke of noon, spectator gate open, and the show was under way right on time. The final flag fell on a program of 14 races, just as the President's Air Force One, 707 departed El Toro Air Base at 4 p.m.

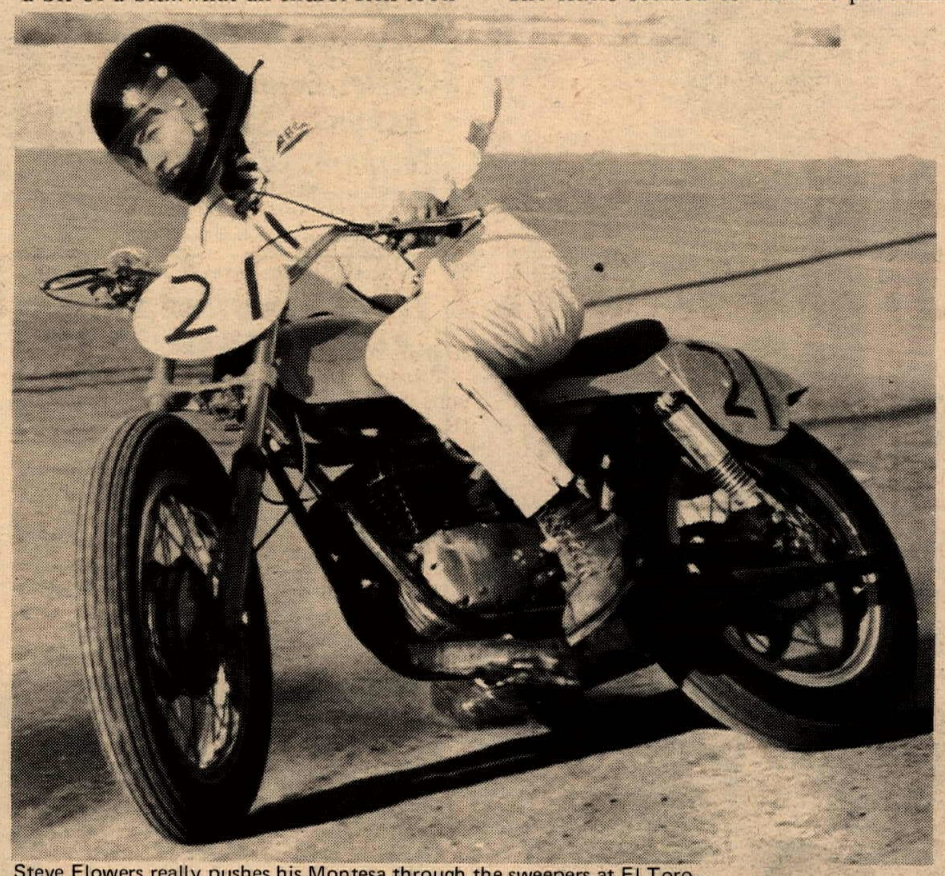
Davey Davis was the class of the field as he swept the board clean, winning his three TT and three ST events. Davey is 18-years-old and rides for Unicorn Motorcycles out of Vista, Calif., Bultaco mounted.

Today was somewhat of a Unicorn Team benefit as Chuck Claydon (Bul) won both the Open ST and TT events.

You have to be impressed with the number of riders who tow from San Diego and Ventura Co.; they want to ride, and most got all the riding the bod and machine will take. A few left a little hide on the track.

It was a fast surface, low in the groove was "blue", and if full lock power sliding is your bag, the high groove was a soft cushion. But a scooter has to have both wheels in the loose stuff for the sliding bit, or some strange things occur. Ask Rex McCloud. He had a beauty of a power slide going through turn four when his front wheel got lost a bit of a bit...what an endro. Rex took a rest in the ambulance and came back to try again about 30 minutes later, but it was no go as his right elbow appeared broken.

(Results on page 20)



Steve Flowers really pushes his Montesa through the sweepers at El Toro.

SAFETY AWARD

COLUMBUS, OHIO, Nov. 17, 1971 – Champion Spark Plug Co. has been named winner of the first Continental Casualty Co. award for safety in motorcycle racing for its development of a new series of racing spark plugs.

The award was presented at the AMA Competition Congress banquet by Hugh Creelman, Columbus branch manager for Continental Casualty Co., which insures the 130,000 members of the AMA.

BAILEY STAFF EXPANDED

Bob Bailey, manufacturer of the popular tuned exhaust motorcycle mufflers and a variety of performance parts and accessories bearing his name, recently announced the appointment of Sam C. Napolitan to his staff.

Mr. Napolitan, who has been associated with the motorcycle industry for several years, has assumed the duties of general manager for Bailey's Gardena based operation.

ACA MXers Try Out New Start Gate

By George Andersen

IRVINE, CAL., Nov. 28, 1971 – What has to be the ultimate in starting apparatus was successfully used today at Saddleback Park. The devise is called a starting gate – just as would be found in European motocross. With the Trans-AMA coming up Sunday, Vic Wilson (director of Saddleback Pk.) used today's A.C.A. motocross event to work out any bugs in the 150 foot gate. The riders seemed to have no problem adopting to the new device after a few test starts which were provided during practice.

The biggest class of the day was the 100/125 Jr. combined class. Today saw another fine performance by 100cc rider, Bob Stem (Hod) who took home top honors. Bob, who rides for Team Barda, found no problem in staying up with the faster 125's. Mike Perry (Yam) pushed hard all day to take second ahead of Bob Brennan (DKW).

George Smith (Suz), who is presently holding down first place in the 125 Jr. class, looked as if he was off to another fantastic showing, until the third moto when his transmission went out. Jefferey Vidic (Pen) and Ralph Peterson (Pen) picked up the pace to take first and second respectfully.

The 250 Jr. class saw some inconsistent placing in the three 20-minute motos. Bob Staman (Bul) didn't win any but found that consistency pays off and took home first. Robin Clark (CZ) took second ahead of John Miley.

In the 500 Sr. class, Jim Cooke (CZ) really put on a show along with Glen Lund (Hus) and Rick Brown (Gre), who took a first place in the first moto. All three didn't give an inch throughout the day as it seemed just inches separated them through every turn and straightaway.

Front running Temple City Kawasaki/S.C.R.T. continued to add up the most points for the day in their quest for the A.C.A. team trophy. Their total was 31 points with Team Barda currently running second in team standings, collecting 27.

Riders are reminded that in January A.C.A. will start its "Pursang Series." First place will be a 125cc Pursang with prizes up to 15th place. The series is open to Jr.'s, Int.'s and Sr.'s and will be held at Saddleback and A.C.A.'s Carlsbad course. Call Bill Johns 714/982-7370 for further information.

(Results on page 20)

1972 NATIONAL CHAMPIONSHIP ENDURO SCHEDULE

3/5	Georgia Crackers M.C., Dalton, Ga.	100 Stone Mountain National
3/7	Eastern Enduro Riders, Franklin, Ga.	100 (No name yet)
3/26	Jersey End Rdrs., Whiting, N.J.	100 Curly Fern National
4/16	Glass City M.C., Delta, Ohio	100 Fallen Timbers National
4/30	Blue Ridge Cycle Club, Martinsville, Va.	100 Blue Rdge National
5/7	Midwest National End. Rdrs., Shelby, Ind.	150 Burr Oak National
5/14	Athens M.C., Ahtens, Ohio	100 Buckeye Classic National
5/27-28	Pasadena M.C., Duarte, Calif.	500 Greenhorn National
5/28	Enduro Rdrs. Assoc., Lake Hope, Ohio	200 Little Burr National
6/4	Back Mtn. End. Rdrs., Dallas, Pa.	100 Back Mountain National
6/18	Mich. Trail Rdrs., Harrison, Mich.	150 Porcupine National
7/2	Dirtdiggers M.C., Placentia, Calif.	125 Dirtdiggers National
8/27	Chillicothe End. Rdrs., Chillicothe, Ohio	150 Mount Logan National
9/1	Atlanta M.C., Talledega, Ala.	100 Talledega National
9/3	Highwindrs. M.C., Rochester, Minn.	100 Highwinder National
9/9-10	Lansing M.C., Houghton Lake, Mich.	400 Jackpine National
9/17	Schuyler Co. M.C., Cayuta, N.Y.	150 Schuyler County National
9/24	Pelican Enduro Clb., Shreveport, La.	100 Pelican National
10/1	Ill/Ind/Ky. End. Rdrs., Lynville, Ind.	150 Black Coal National
10/8	Wayne Co. M.C., Newark, N.Y.	100 Rose Capital National
10/14-15	Lonesome Pine End. Rdrs., Bristol, Va.	350 Lonesome Pine National
10/22	Alexander Comp. Rdrs., Albany, Ohio	125 Alexander National
10/29	Track & Trail Sprtsrdrs., Memphis, Tenn.	125 Cotton Boll National
11/5	Foothill Hawks M.C. Montebello, Calif.	125 Jackass National
11/12	Wheelsports M.C., Lawrence, Ks.	100 Kaw. Valley National
11/19	Redwood Scramblers, Crescent City, Calif.	125 Redwood National
12/3	Calif. Enduro Assoc., El Monte, Calif.	100 Last Chance National

CYCLE NEWS TAKES A HOLIDAY

The Cycle News office will be closed from DECEMBER 21 thru JANUARY 4

ADVERTISERS.....

The deadline for our first paper after vacation is Wednesday, January 5, at 5 pm.

For any events to be publicized before Jan. 12, your ad must be in Issue No. 50, which is on sale on December 22, deadline December 15.

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USRC MXers Show no Signs of Turkey Day

By Buzz Baty

EL TORO, CAL., Nov. 26, 1971 – This may have been the day after Thanksgiving, but 137 of the USRC 'crossers had their turkey well digested and were ready to get it on. The only class that was in short supply was the 500 Expert.

Bruce Baron and Morris Malone were observed in civies, limping in unison and consoling each other about their injuries, and not being able to ride. Tore Jonsson also has a bum wheel according to pit rumor. The 250 and 500 Int/Ex. were combined, with Greg Smith on his big Maico winning all three motos with easey.

David Boydstun has given up on his Maico. The Senior Boystun has purchased a 250 Ajay Stormer for David, and just to get the feel of things, and since Morris Malone is on a bum wheel, David rode Malone's Ajay, wearing the Stormers Ltd. colors. Stormers Ltd. is the seller of Boydstun's new machine and will do the preparation for his new mount.

(Results on page 20)

Getting it on the new Shadow Glen course at Indian Dunes...everyone tries their own line.

OF 364, ONLY TWO SWEEP DUNES MX

By John Grout

VALENCIA, CAL., Nov. 28, 1971 – Today's all-Junior, Old-Timer and Powder Puff program, which was held on the new Shadow Glen course at Indian Dunes Park drew an entry of 364 motocross racers. But only two of that number were able to collect a perfect, three-for-three win score.

The two grand-slam winners were Matt Bilton, who grabbed three straight victories over the 125cc Novices in division "B", and Gary Dranow, who turned back the Open Novices in three straight sets.

Bilton, DKW-mounted, gained his wins at the expense of Richard Kaeding (Ric), Mike Waste (Pen), Allen Garrett (Yam), and Randy Stubbs (Bul) while CZ-mounted Dranow conked an Open field which included such formidable foes as the Maico cyclone Glen Lane, Gary Martin (CZ), Bob Kane (Hus) and Russ Mortensen (Mai).

In the motos for the Old-Timer brigade, Bob Mortensen shoved his yellow Maico down track-center to collect a 1-2-3 combo in beating Mick McKee (CZ), J.L. Siebrandt (Gre), Don Withers (Hus) and Roger Dickens (CZ). Ed Poore was the big winner on his 200cc Bultaco for those Old-Timers riding the small bore class.

Two riders on Harley Bajas, Bill White and Jim Boone, exchanged swats at each other for the better part of the day in the motos for the 100cc Beginners, before White was finally able to emerge with the top brass.

Bob Smith on a Rickman managed to squeak past Mark Morrison (Hod) and Steve Pinneri, who was also straddling a Hodaka, for the day's overall victory over the 100 Novices.

Suzuki riders James Coppel defeated 33 Junior racers in the three heats for 125 Beginners.

Some of the most exciting action was dished to the spectators during the contesting of the 152cc Novice, division "A" motos. In three events, Chris Mogensen, on a super-rocket of a Bultaco, found himself involved in heated dices for the lead with Tracy Oswell, a young rider on a sensation-of-a-Rickman.

Mogensen, who currently holds the point lead for the Junior track championship, had to survive a protest and an official engine measurement, before he was finally entered into the books as the day's overall winner. Oswell was second while Gary Dranow (Suz) finished third.

The two divisions for the 250cc Novices were won by Mike Keena (CZ) and Jim Hale (Bul).

The Beginners divisions of the 250 and Open classes saw victories scored by Ernie Hendrix (Hus) and Ben DelCampo, who was astride a swift Yamaha.

Indian Dunes will again feature a full motocross program for Juniors, Old-Timers and Powder-Puffs on this Sunday. First race will ge the starting flag at 9:30 a.m.

John Volkman has been setting the 125 troops wondering about what's going on – tonight he took second.

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CYCLE NEWS TAKES A HOLIDAY

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The deadline for our first paper after vacation is Wednesday, January 5, at 5 pm.

For any events to be publicized before Jan. 12, your ad must be in Issue No. 50, which is on sale on December 22, deadline December 15.

Barstow-to-Veg

Some 3000-odd bikers (or 3000 odd bikers) wait at the start line. The crooked line was caused by a jeep with a broken steering mechanism.

NorVil's Mike Jackson came in 15th. He ran out of gas but carried a spare quart, just in case.

By David Swift
(With a lot of help from Ed Drechsler and Bobi Culp)
Photos by Swift and Drechsler

LAS VEGAS, NEV., Nov. 27, 1971 — J.N. Roberts, riding 170 miles of desert in a little over four hours with 26 stitches holding his face together, was officially declared a legend by desert racers everywhere as he won the San Gabriel Valley's fifth Barstow-to-Vegas Hare and Hound. It was the fourth time J.N. has won "the world's biggest race"; last year 2000 riders entered and this year the classic was a whopping 3500.

Experts and Amateurs started near Barstow at 8 a.m. and headed north a couple of miles to the bomb, hung a right, and went to Las Vegas. Strange things were going to happen during the trip, of course.

Roberts and Rich Thorwaldson, already in hot contention for the coveted District 37 Heavyweight crown, immediately began a battle that lasted 40 miles through the first gas check. J.N. was the first one into the pits but Rich was the first one out, thanks to the Checkers' 10-second pit stop.

Thorwaldson, experiencing more of last year's luck, dropped the battle with a flat tire. With the extra load on his engine, he subsequently ran out of gas before he could reach the second gas check. (Actually, he probably would have run out anyway. More on that later.)

Roberts, riding the 420cc Husqvarna that carried him a whole 25 miles of the recent Mexican 1000, rode into the second gas stop two hours and 15 minutes after the start of the race. Next in line, some 15 minutes back, was Whitey Martino, the current Heavyweight champ.

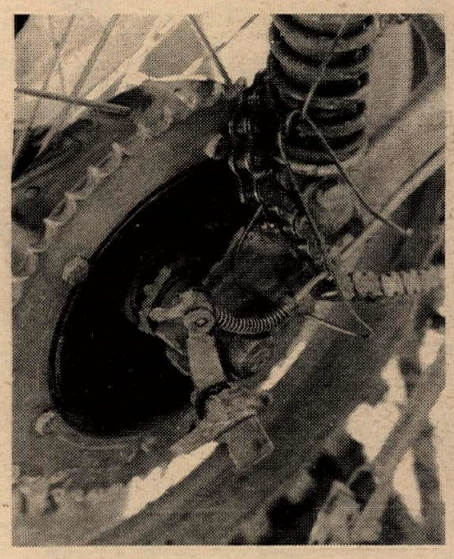
Martino suffered a bad crash several months ago and has finally recuperated. This was his third race since then and he maintained a strong second throughout the rest of the race, until the last leg. Somehwere along the line, something happened which cost Martino a considerable amount of time. Whatever it was, Whitey, as usual, wasn't talking.

Meanwhile, J.N. just bombs along. Imagine taking the wife to Vegas for the big holiday weekend in your old DeSoto two-door. You've just topped Halloran Summit and you drop 'er into third, the speedometer needle hovering dangerously close to 60. Suddenly Madge points and shouts "Looka dat!" There goes a blue-helmeted figure on a funny-looking motorcycle a quarter mile to your left, bouncing, swerving, dancing past immovable rocks, bushes, and assorted debris. It's J.N. Roberts and it looks like he's laughing all the way, and he's passing you. Onward he goes despite the fact he lacerated his face 10 days ago when a movie stunt went sour.

Roberts arrived in Las Vegas a little over four hours after the start. His first words: "It was the roughest yet."

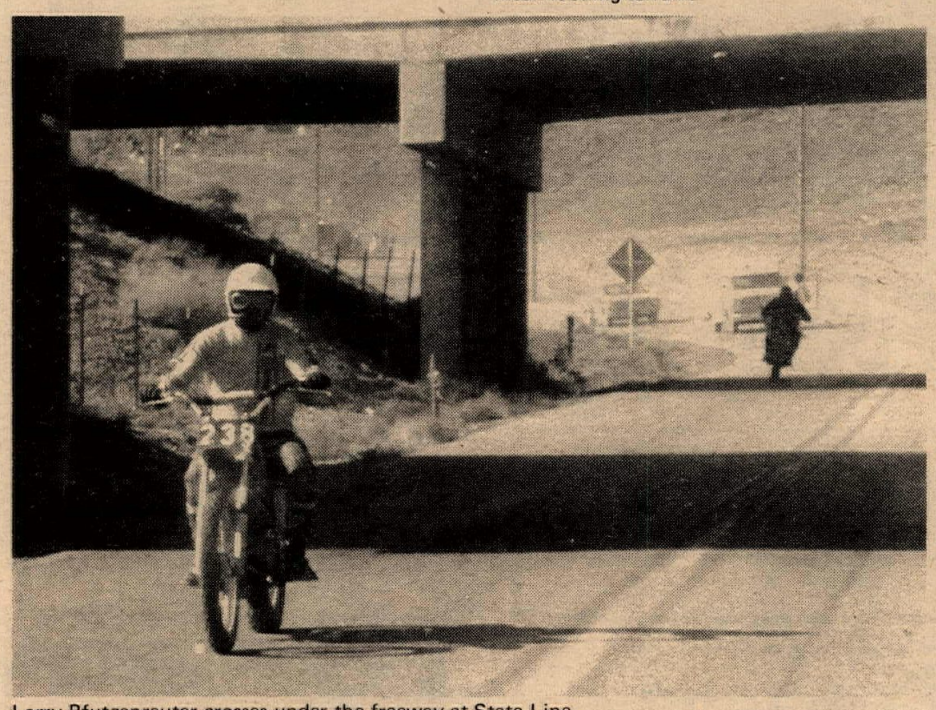
Following J.N. and Thorwaldson to the first check were next year's 250 champ Larry Pfutzenreuter and young Jeff Wright on a 175 Puch Giantstomper. George Walker was 21st.

The second leg was a roughie with fields of lava rock and gullies but the roughest thing about was its length. This stretch made a tremendous difference in the run and may cause the sponsoring club a bit of embarrassment. Pfutzenreuter ran out of gas even with a 3½-gallon tank. Wright also ran out, as did the aforementioned Thorwaldson and scads of other serious competitors who don't make a habit out of running out of gas. On a map, San Gabriel Valley M.C. pointed out that this section was 40 miles. One fellow said he rode the course with an odometer and found this particular section to be more



Fourth Lightweight and 20th overall Gordon Schmid moto mean-looking terrain.

Whitey Martino has a few words with J.N. Roberts.

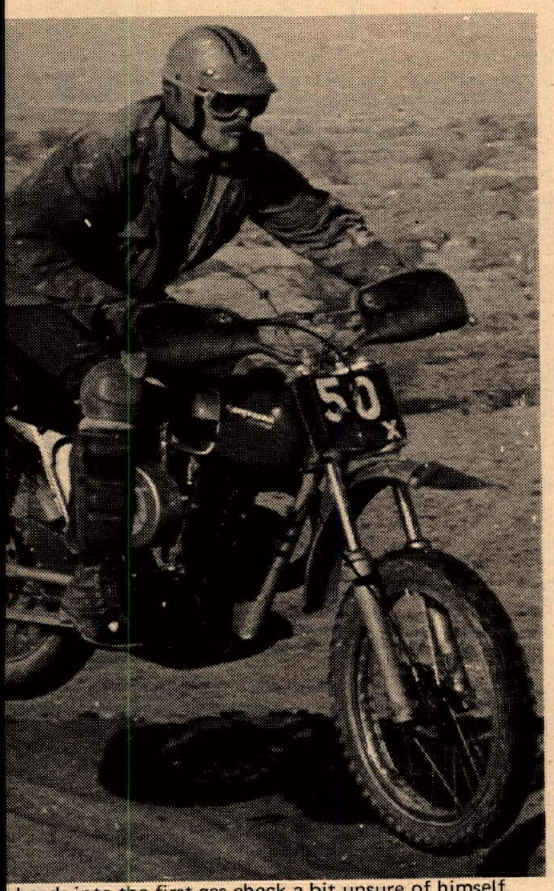


Larry Pfutzenreuter crosses under the freeway at State Line.

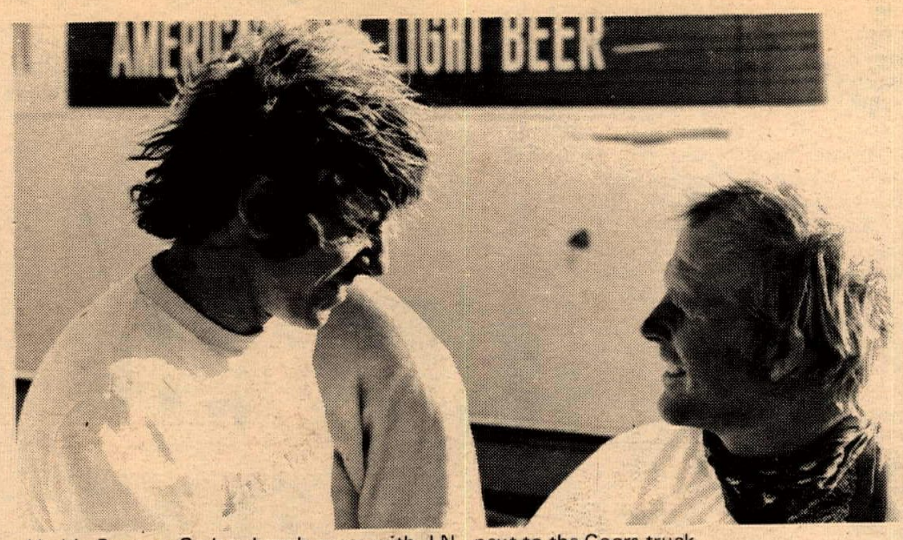
Dennis T

For th

s and J.N.-- Officially a Legend



heads into the first gas check a bit unsure of himself.



Utah's Preston Gerber bench races with J.N. next to the Coors truck.

Cordis Brooks, second trailbike.

like 58 miles. Aha.

With many prime contenders out walking for petrol, the rock-durable George Walker moved from 21st at the first check to third at the State Line. After Martino's unnamed mishap, Walker cruised his Kawasaki home second 20 minutes after Roberts and it was almost that long before the next man, Jim Sovie, came home.

At the recent Check Chase Sovie took sixth overall, first Amateur but bettered himself today. Coming from eight at the State Line, he passed Experts Wes Anderson, Jr., and Dick Breker, and fellow Amateur Ron Lambert for third overall.

Localite Max Switzer poured on the coals for the last half of the race, moving from a so-so start to pass all the fellows mentioned in the previous paragraph, save Sovie, for a fourth.

War broke out between Lambert and Breker in that last dash for the finish line. Running side-by-side, both spotted the banners that funneled down to a lane wide enough for one of them. Lambert was the one.

First Lightweight Expert was Anderson at seventh overall followed by class rivals Phil Turgasen and Pfutzenreuter. They were able to make the second gas stop while Pfutzenreuter had to sprint a mile for his. Still, Larry closed up much of the gap by the time the race finished.

Mitch Mayes made another one of those amazing Harley-Davidson Baja runs to a ninth overall, first trailbike.

As with any other gathering involving at least 10,000 humans, this year's run was not without problems. The most glaring deficiency concerned the gas checks, particularly the first one. The road was inadequate to handle the glut of vehicles. Traffic jams developed because vehicles got stuck in the sand and others were simply parked and abandoned. At any rate, control was poor and it cost too many people too much time. It seems logical to do things such as limit entries but that isn't fair. Perhaps a system of, say, twice as many stops with half as many riders per could be developed, and/or a pit pool system of riders who aren't affiliated with a club.

Winds up to 40 mph at the start area also proved to be a bother. Heavy gusts started late Friday, rocking manifold vans and campers through the night and sending otherwise-hearty outdoorsmen scurrying for decent accommodations. The following morning the thousands of dust-shrouded pit vehicles pointed towards the freeway, silently waiting their turn to escape from this dust bowl. A most profound reminder of Oklahoma in the 30's, one can't help but think.

(Results on page 20)

r the

A proud but tired quintuplicate of S.G.V.M.C. people who physically lifted the CN van out of belly deep sand at gas pit 1 where it had thrashed for over an hour. Thanks fellows.

urth straight year, J.N. won The Race.

Don Ogilvie blew a tire but kept on going. Eventually the thing shredded off but Don still kept going. He took 35th overall, third trailbike.

Grand old George Walker took second overall.

TT Turnout Drops in Finale

By Will Palmer

PRESCOTT, ARIZ., Nov. 14, 1971 — Cold weather and several other races in the state held down the number of riders participating in the season finale of the TT racing at Slaughter House Gulch Raceway. Some riders who had already enough points to win their class in the season point standings failed to show up; many who had no chance to win the giant trophies neglected to compete, but the brave spectators who countered shilly winds with hot coffee and sandwiches found some very exciting racing capping of the season, and saying goodbye to the track.

Although two more motocross races will be held at the location, next year will find the Mile High M.C. of Prescott holding races on a brand new and larger facility.

Among riders who made the day a great one were such fine performers as Steve Lacey of Phoenix, who converted a mashed expansion chamber on his Rickman-Hodaka into a 100cc Amateur win; Novice Mike Higbee of Chandler, Ariz., who battled Steve in the combined events; Jeff Klinder, a Phoenician who gave slippery Steve Simpson a few brief moments of close competition before Steve unleashed his Bultaco's fire and left the Yamaha of Klinder relegated to second place for the day; and of course Steve Simpson, who never fails to give the fans their money's worth. A special congratulation should be extended Steve Bailey, and D.R. Lawson of Kingman, along with Andy Kampfert of Phoenix, who battled right to the wire for the day's race and the season 250 Novice championship. These three have battled all season and have proven that tight competition can be close and fun too.

R.H. Mills of Flagstaff, Ariz., and Everett Burge of Kingman, Ariz., also had at it right down to the final flag with Mills winning the day's race, but losing the season championship in Open Novice by just a few points to Burge. Clive Frayling and Richard Hale also made it a good season in the Open Amateur class. The year has been a great one, and a fitting obit for Slaughter House Gulch.

(Results on page 20)

Snipes Bros. Top Bill

By Janet West

NACOGDOCHES, TEX., Nov. 14, 1971 — Phil and Ken Snipes came down from Fort Worth to help make an exciting race today. Both boys are top notch riders and proved it nicely.

Phil (250 CZ) ripped on to a fantastic lead in the 250cc Experts in the first heat and held it throughout the entire race. He was so far ahead of second place the dust had plenty of time to settle before the rest of the riders came around. The obvious battle was between Jake De Boe (CZ) and Robbie Esterlein (Husky). De Boe had to *ride* in order to maintain his second-place position; Esterlein was right behind him, ready to pick him off if one mistake should be made.

The second moto of the 250 Experts was perhaps the most exciting race of the whole day. Esterlein powered his Husky off the line for a fantastic first place lead, only to get passed by Phil in the first turn. After getting around Esterlein, Snipes was gone, leaving De Boe to struggle for second again. Jake was working hard to get around Robbie, but couldn't seem to find the right moment to pass. This went on for five of six laps. Finally, after the white flag had been thrown, Jake managed to pass, grabbing another second on the checkered. By the time the other riders had pulled off the track, Phil already was drinking his Gatorade and chatting.

By the time the third heat rolled around all the 250 Expert riders were primed. Phil had first place sewn up, but there was lots of tension in the air between De Boe and Esterlein. Off the line first was Snipes, and again he was way ahead in only seconds, with De Boe again in second and holding his own; try as he might to catch Snipes, De Boe couldn't swing it. He was riding beautifully, but so was Snipes. By the time the checkered flag was thrown, it was the same old line up: Snipes, Esterlein, De Boe.

Since Open bikes were scarce this weekend, both De Boe and Esterlein rode their 250 CZ and 250 Husqvarna against the Snipes brothers, both on Open CZs. One couldn't want to meet any two people any nicer than Ken and Phil Snipes, but when they race, they mean business. The brothers took the top two places with Ken edging Jake for the second spot.

Cycle News Central

SRAC Season Begins With Mixed Feelings

By John Pavich

STRASBURG, COLO., Nov. 7, 1971 — The Sand Hills M.C. was greeted with a beautiful day to sponsor the first motocross of the new SRAC season.

The club used a new track for this event, and rider opinion was divided as to how they liked it. The track is very demanding physically, being located in very hilly terrain and so rough that the rider can seldom sit down. That is the idea of the sport of motocross, though, and the majority of the A riders really enjoyed the new layout.

A turnout of 92 riders allowed the club to give three long motos — 20 minutes for B riders and 30 minutes for A. Even with the long races, the proficiency of the club resulted in the last moto ending at 5:00.

The first race off the line was the combined 125 A and B. Bruce Sass, the new No. 1 125 A rider, was really flying around the course, but mechanical difficulties gave the win to Gary Chase. Both were on Yamahas. In the 125 B, after much juggling of positions, Mike Daddario (Yam) took the win, followed by Rick Kollenkark and Bob Sechler.

Two words describe the 250 A motos — Jim Wicks. He dialed his Maico into the lead at the first corner and spent the rest of each race simply stretching that lead; and he did it all three times! This writer, wearing Mid-Valley CZ colors, finally broke a string of third places and too second behind Wicks. Terry Clouse (Hus) filled in the third spot.

Doug Campbell has now been transferred to the A class, but in his final appearance as a B rider he won all three 250 B motos in fine style. Roger Oelkers was also a winner, taking home the gold in the 500 B class.

Gary Meyers was up to his old tricks and brought his Husky in for yet another win the 500 A class. Richard Jackson took second on a CZ, and George Shaw (No. 1 in the 500 class again this year) picked up third for Crossland Cycle.

The Sand Hills M.C. is a new club, but with a lot of work they have made their track one of the best around in just a short time. Their club members are very helpful and efficient, and hope to improve the area even more. In keeping with the theme of "Run Silent, Run Wild", this club offers $10 to anyone who wins with a silencer. Four people collected this extra bonus today — Gary Meyers (Hus), Doug Campbell (Ric), Roger Oelkers (Hus), and young Mark Chase, winner of the mini-bike races.

(Results on page 20)

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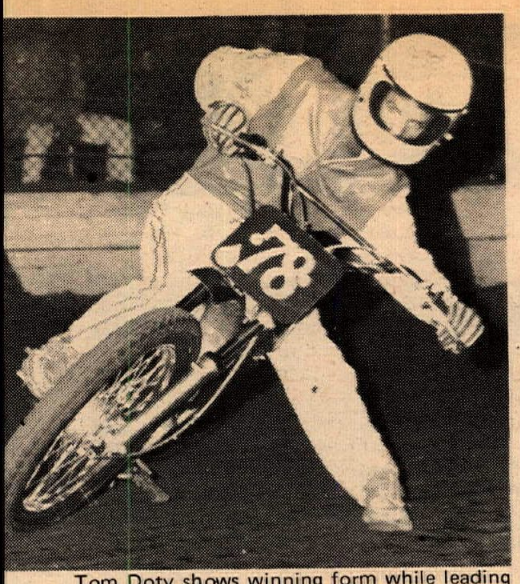
Doty Keeps Knocking; Troy Door Finally Opens



Tom Doty shows winning form while leading in the 50-lap feature at Trojan Speedway.

By Art Loya
Photo by Rocky Mandeville

SOUTH GATE, CAL., Nov. 18, 1971 — If you keep knocking at the door long enough, it follows that sooner or later you'll get in. This was the case of Tom Doty, winner of the 50-lap Championship TT for 100-125 class bikes at Trojan Speedway.

It was a long time coming, but you knew it had to happen, and Thursday night at the scene of perhaps his biggest triump, Doty, who just defeated the toughest field of riders in the long grueling race over the double-jump course, mingled in the pits giving much of the credit to his reliable Honda and received well-earned congratulations. Of course, there had to be a mistake somewhere. After all, Doty is always supposed to be the runner-up whenever a Main Event finishes. Tonight he belonged in the winner's circle because he had just finished making very few mistakes in coming from seventh to second on lap 21, and then proceeded to wear down the leader, Narj Revels (Carabela) to take the lead on the 41st lap and hold it to the checkered flag.

Chasing Doty across the finish line was Revels, while San Diego's Carl Byers (Yam) finished third. Rounding off the top ten finishers were Robert Crecelius (Yam), Jerry Mulkey (Hon), Vern Maxwell (Bul), Allen "Buckwheat" Swett (Hon), Dean Meyers (Hon), Roy Widener (Kaw), and Rick Anderson (Hon).

(Results on page 20)

Ventura's Phil Kloer slides around Trojan's south turn during F.T. action.

Music Team Sweeps Mosiers

By Carolyn Smith

ARLINGTON, TEX., Nov. 7, 1971 — Five hundred and fifty spectators turned out to see the second motocross sponsored by Mosier Valley Moto-X Club. The weather was cool but clear and 125 riders representing most of the state of Texas, participated in the day's races.

With prize money going to six places in the Senior classes, the purse totaled $352.50.

In the 125 Sr. class, there was close competition between Jeff Kring of Dallas (Pen) and Ole Finstead of Fort Worth (DKW). Kring took an early lead in the first heat, but was overtaken by Finstead in the second lap. The second heat again found Kring with the lead until Finstead passed him at the midway point. Finstead ran into trouble in lap 5 when his bike lost spark, and he lost his position to Sam Menefee (Pen), who had worked his way up gradually throughout the heat. Menefee won the heat, finishing just ahead of Kring. Jimmy Day led the pack for two laps in heat No. 3 with Kring close behind, and Finstead third. Finstead worked his way passed Kring and threatened Day's lead until he finally won out in the third lap, and Finstead won the heat with Day finishing second. Menefee was third in this heat, and Kring dropped back to finish fourth. Finstead, with two firsts, won the top money of $50 in his class.

Tom Eller of Arlington, coming out of semi-retirement, found that things aren't what they used to be. The 250 Sr. class furnished some new flying faces. In the first heat, Jody Foust of Fort Worth, riding a CZ, led from start to finish. Eller riding an Ossa TT Special held second until the last lap, letting Van Elam (Mai) of Dallas motor by to finish second. This was a preview of things to come, for Foust won first overall (250 Sr.); Eller won second place money.

David Musick (Hus) of Fort Worth, having the only perfect score of the day with 1200 points, led from start to finish. He had no real competition, yet he rode as if Wyman Priddy were pushing him. Musick was asked during the race why he was riding so hard, and he answered that even though he was not being pushed today, he should prepare himself for another day. Van Elam, riding two classes, had 900 points for a total giving him the second place money.

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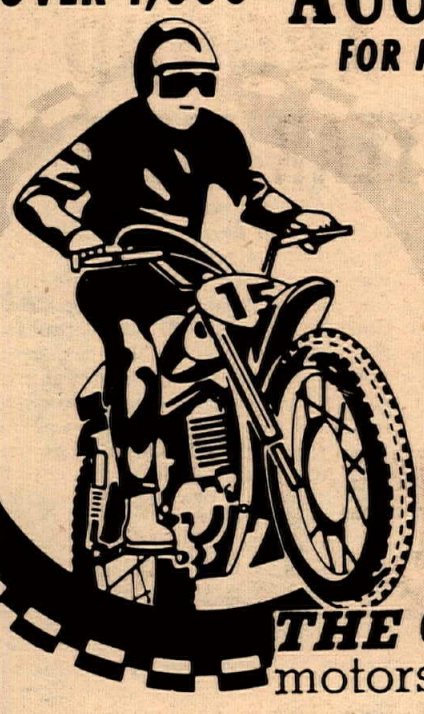

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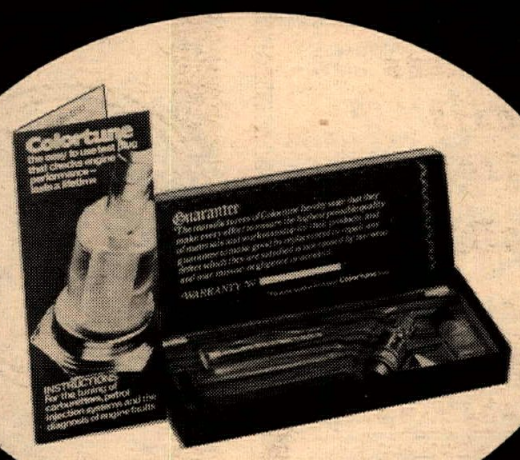

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Cycle News North

Slo-Pokes' Enduro: Greasy

By Ron Schneiders

FOUT SPRINGS, CAL., Nov. 28, 1971 — Last year when the Napa Slo-Pokes tried to host their annual enduro, the U.S. Forest Service hassled them unmercifully, and finally cancelled the event mere hours before the start. In typical bureaucratic fashion, the person responsible for this was unreachable, but apparently the article that we wrote about it or some of the letters of angry riders did reach somebody because we are very happy to report that relations between the Forest Service and the Slo-Pokes have improved 100% this year. Their run was put on with a very minimum of interference.

The Forest Service even sent a young ranger down to spend a couple days with the club while they were laying out the event and provided him with a small bike to ride. It's not completely clear just what his superiors told him he'd be doing however, because he arrived without boots, gloves, jacket, or any of the rest of the paraphenalia that the trail rider needs to survive. The Slo-Pokes fixed him up with some gear however, and he spent a couple enjoyable days looking over the course on a motorcycle. He might even become a convert. It was certainly a vast improvement over last year, anyway.

The club had two courses set up, as is common in the north: one for wet weather and one for dry. Since the weatherman forecasted blue skies and sun for the day and it wasn't raining at the start, the club used the dry course, which was alright for the first 600 riders, but it didn't work out very well for the last 150 or so. It started raining in the middle of the afternoon.

The morning section was just about the same for all the riders: a nice trail ride with only a couple of problem areas to separate the amateurs from the pros. One such was a huge log that had to be crossed. No problem, but the people that waited in line for someone to help them lift their scooter over, lost some time.

Next there was a place where the trail had been washed out for a distance of about 15 feet and it was necessary to traverse the very steep slope quite carefully to avoid winding up down in the gulch. Quite a few riders elected to push their bikes, having insufficient faith in their riding skill. For them it was a lot of work; for the others, it was just a couple of quick gulps to stiffle the rising fear, and then they were past it.

We climbed Cracker Box Ridge, which is a mile-long hill climb full of deep ruts and other nasties. It's what you might call a rider's hillclimb rather than a horsepower hillclimb. You have to stand on the pegs and pick your way rather carefully but most any bike will make it if you can stay aboard. It's a lot of fun to see if you can do it without a dab. They used this same hill in the Jack Hammer Enduro last month. Just before we got to Cracker Box Ridge, there was a mile-long rocky trail that was very muddy and slippery from recent rains, another trials rider's delight.

Up until now the run was about the same for everyone, which is to say fairly easy. For the majority of riders the afternoon section was also easy and some of the early-number riders were heard griping that it was, in fact, too easy. I can't comment on that because I was in the last bunch and it started raining not long after I left the noon check. The first effect of the rain was to turn an ordinary dirt road into an eerie riding experience. The road surface was kind of a mahogany clay, mildly rutted. The rain greased it and made it possible to slide from one rut to another almost unnoticed. The sensation was exactly the same as a flat rear tire and I stopped twice, convinced that it was, but fortunately it wasn't.

About 20 miles out we got to a very long, very greasy downhill. Riders were lined up single file and the guy at the head of the line was bull-dogging a Hodaka down the trail. Finally we got to the bottom, crossed a creek and started up the other side.

The other side was a steep muddy hill, at least a mile long, that had been churned to froth by the previous 600 riders. The rain was now turning it into an oily soup. The hill actually went up in a series of steep pitches, separated by a few feet of ridable ground. I charged at the first pitch, looped my bike violently about 25 yards up and tried again, more carefully. This time I didn't loop; I just hit a very slippery spot and fell flat. The next time I looped it again. I landed on my feet, and skied 30 feet down the hill on the soles of my boots. It was really slick. The next time I made it to the first plateau and in subsequent tries I made it about ¾ of the way up the mile long hill, but it took about 12 or 14 tries.

Finally, I got to a spot where, try as I might, I couldn't get any farther. After resting a moment, I teamed up with a couple other guys and we pushed the three bikes, 25 yards at a time, up to where we could ride them out. One of our impromptu team had bad luck. Just as we got his bike to where he could ride it out, he broke a timing chain and had to abandon the bike and ride out with his friend. It took us at least an hour to get the three bikes up that section. When we finally made it to the top, there were probably 75 guys still trying to make it up.

By the time we got to the top it was already getting dark and we still had 30 miles to go. The road was climbing and it had started to snow. Before very long we were high enough that there was about two inches of snow on the ground and we were being assaulted by a mixture of freezing cold rain, snow, sleet, hail and soupy mud which was being thrown up by our tires. It was very difficult to see because of this muck coated your goggles as fast you cleaned them.

Near the top we passed two groups who had given up and were preparing to spend the night. One pair had gathered some wood to start a fire but it was so wet I didn't think they could get it burning with five gallons of gas and a pound of blasting powder!

I wasn't about to spend the night up there as long as my engine was running but I was beginning to get very concerned. My wet hands and feet were awfully cold and it was getting dark. Mercifully, it didn't take too long to get down lower but our troubles weren't over. The Slo-Pokes had saved some of their best trail for this part of the run and we kept running into giant logs and steep downhill pitches that would have been nice in the daylight but were downright hazardous when you couldn't see. By the time I got to the last bike, the trail was a black ribbon running up a dark grey hill. I charged at it determined not to push up any more hills and before I knew what was happening, I was flying. What a sensation! You don't know what's put you in the air or what you're going to land on. I landed okay, so I kept on going and pretty soon it happened again. Finally I figured out that I was going over water bars (foot high mounds of dirt across the trail) that I couldn't see and jumping about 12 feet with each one. Lady Luck was sure riding my pilion on that hill!

Before we got finished, we had to cross a good deep river. I didn't stop to measure, but it seemed that the water was somewhere up around the cylinder fins on my Sachs. It was so dark by that time that I couldn't find the trail once I was across the river, but a sharp-eyed youngster on a Honda came along and spotted it. Lots of bikes drowned at that river. The last two miles was on the road leading into camp. Completely dark now, the cars were starting to leave and coming towards us. Blinding headlights in front, cliff on the side and I'm so muddy, I'm practically invisible against the road. Sure didn't want to get center-punched by a pick-up at that point. I was frozen and dead beat.

Naturally after getting into some dry clothes, I went over to the Slo-Pokes camper to see if they knew there were some riders in trouble. They did. Fortunately there is a road near the top of the hill that could be reached by 4-wheel drive vehicles. The club sent some jeeps out after the riders who couldn't make it, figuring to walk them up the hill and bring them into the

(Please turn to page 23)

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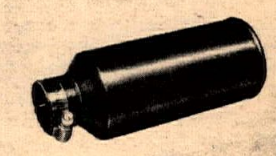

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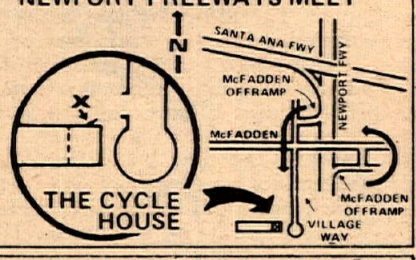

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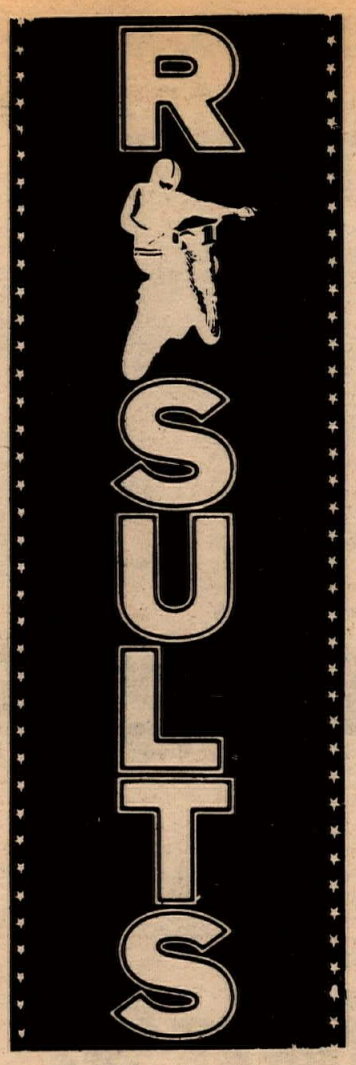

ROUGH SCRAMBLES
Muntz Park
Simi Valley M.C.
Nov. 21, 1971
By Ed Drechsler

100 NOVICE
J. Wood Kaw
G. Ordesch Suz
B. Lynch Kaw
100 AMATEUR
C. Fruchey Kaw
J. Coleman Kaw
J. Monohan Suz
100 EXPERT
W. Bird Yam
R. Morrison Kaw
R. Carlson Hod.
125 AM/EX
J. Dawson Yam
B. Hosford Yam
J. Connolly Hod
125 NOVICE
D. Dawson DKW
J. Watson Bul
R. Conner Yam
175/200/250 NOVICE
T. Avoian Oss
B. Spann C-Z
E. Warzyca Mai
175-200 AM/EX
C. Soderstrom Bul
F. Baldozier Bul
L. Thompson Yam
250 AMATEUR
G. Schweirs Bul
R. Tait Oss
R. Kouns Bul
250 EXPERT
S. Scott Bul
D. Hockie Oss
S. Smith Yam
SIDEHACKS
Ball/Bellows Tri
Fisher/Demetrulias Yam
Tomlinson/Hensley BSA
500/OPEN AM
T. Jarnagan Mai
Z. Blum Tri
W. Rutledge Ric
500/ OPEN NOV
T. Costa Mai
R. Hall Hus
R. Bryant Mai
350/500 OPEN EX
J. Sexton Mai
J. Connolley Gre
E. Stefan Mai

MOTOCROSS
Monterey, Calif.
Nov. 21, 1971
By Sam Mangalin

OPEN EX/AM COMB
B. Grossi Hus
R. Powell Hus
B. Bowers Hus
OPEN NOV. DIV I
M. Szura Mai
M. Freeman Oss
J. Mullins Hus
OPEN NOV DIV II
M. Edwards Hus
M. Loeffler Hus
D. Southwood Hus
250 SENIOR DIV
R. Powell Hus
C. Cranke C-Z
D. Longcore C-Z
250 AMATEUR
R. Lear ---
250 NOV DIV I
E. Williams C-Z
M. Edwards Hus
B. Mlinarich Hus
250 NOV DIV II
B. Willis AJS
J. Cooney C-Z
S. Griffin C-Z
125 SENIOR DIV
H. Halbach DKW
F. Bennett Yam
K. Henry Pen
125 NOV DIV I
M. Amaral DKW
D. Albright Hon
P. Paya Sac
125 NOV DIV II
B. Jodry Yam
S. McClelland Suz
B. Testana Yam
125 AMATEUR
C. Marshall Mon
G. Ceo DKW
100 NOVICE
L. Macchiarella Hod
R. Watts Hod
T. Giancola Hon

ACE MOTOCROSS
IRRC Benefit
Indian Dunes
Valencia, Calif.
Nov. 21, 1971
By Pete Szilagyi

OPEN SENIOR
W. Schutz Mai
B. Payne Mai
L. Watkins C-Z
250 SENIOR
W. Schutz Mai
T. Rapp Bul
R. DeSoto C-Z
125 SENIOR
E. Cole Bul
D. York Bul
L. Watkins DKW
(Junior results not available at press time)

TT SCRAMBLES
Sprockets M.C.
Nov. 21, 1971
Bakersfield, Calif.
OFFICAL RESULTS
50cc NOVICE
Gar Salmon Suz
Jeff Bell Suz
Wayne Johnson Suz
50cc JUNIOR
Mike Leming Yam
Gary Bloom Suz
Scott Randall Suz
100cc NOVICE
Jack Dellisplaine Hod
Jim Pierce Suz
Ron Crabtree Kaw
100cc JR/EX.
Kirby Shropshire Suz
Mike Delliplaine Hod
Ken Parker Kaw
125cc NOVICE
Craig Alexander Yam
Richard Horton Yam
Elaine Smith Yam
125cc JUNIOR
Paul Anderson Yam
Jack Martin Yam
Steve Craft Bul
125cc EXPERT
Ryan Gifford Yam
Kyle Lessley Yam
Bruce Baseman Bul
200cc NOVICE
Alan Hardin Kaw
Alan Walker Yam
Cecil Crowder Bri
200cc JUNIOR
Jerry Lessley Bul
Steve Gray Kaw
Mike Lessley Kaw
250cc NOVICE
Fred Wells Yam
Tom Shumard AJS
Chris Mawson Mai
250cc JR. SPECIAL
Richard Hill Suz
John Hargrove Bul
Mike Danell Bul
250cc EXPERT
Mike Lane Mon
Randy Griffith Oss
Art Carter Bul
360-500cc NOVICE
George Ferrell Mai
Rocky Morales Hon
David Mathews AJS
360-500cc JR/EX.
Mike Lane Kaw
Harvey Bakker Mai
Bill Payne Mai
OPEN NOV/JR.
Jim Lawler Tri
Sam Eickert Tri
Chipper Fernandez Tri
OPEN EXPERT
Guy Smith Tri
Tim Thomas Tri
Midge Griffith Nor

HARE SCRAMBLES
Polka Dots M.C.
Wilseyville, Calif.
Nov. 21, 1971
125 NOVICE
Tim Hart DKW
Ted Gansberger Hon
Billy Fain DKW
Merrill Rempfer DKW
John Howell DKW
125 EXPERT
Rory Muscatel Hon
Keith Carlson Pen
Ken Gerard Yam
Rick Bianke Suz
B. Dawson DKW
125 AMATEUR
(*125cc OVERALL)
J. Hammers * Hon
Kurt McKinny DKW
Henry Leslie DKW
Rick Clement Pen
250 NOVICE
(*250cc OVERALL)
F. Joyner * Hus
M. Ringle Oss
L. Pocock Suz
W. Newell Yam
T. Kuklo Hus
250 AMATEUR
D. Roemer Bul
D. Harvey Bul
H. Hendry Hus
D. Ivan Bul
C. Woltkamp Yam
250 EXPERT
G. Carter Yam
R. Doran CZ
A. Sorgenson Kaw
Biscuits CZ
OPEN NOVICE
P. Scott Yam
D. Johnson —
V. Repstad Hus
D. Cook Mai
H. Hoffman Hus
OPEN AMATEUR
(1st OVERALL*)
Cloyse Hollund * Hus
S. Beaubien BSA
C. Roderick Mai
B. Kelley Hus
J.E. Edward Hus
OPEN EXpert
f. Diez Yam
G. Michie Bul
B. Saltzman Hus
K. Jorgensen Hus
B. Harris Hus

CMC MOTOCROSS
Irvine, Calif.
Nov. 21, 1971
By Eric Raits

100 JR
B. Justice Hod
R. Thompson Bul
R. Rogers Ric
125 EX
B. Urban Puc
B. Vacca Bul
J. Beauchamp DKW
125 INT
P. Flynn Yam
D. Launius Mon
B. Wygal Bul
125 JR DIV I
S. Shelton Yam
M. Parker DKW
J. Gill Yam
125 JR DIV II
S. Cocherell DKW
J. Roberts Pen
M. Hesse Pen
250 EX
M. Tripes C-Z
G. Mosier Mai
B. Rhoades Hus
250 INT
T. Battenschlag Ric
D. Sherman C-Z
G. Parker Hus
250 JR DIV I
C. Beck Bul
L. Baird Hus
R. Coryer Hus
250 JR DIV II
T. Schafer C-Z
R. Gajewsky Mai
M. Widgery C-Z
250 JR DIV III
R. Fagan Yam
D. Clark Oss
B. Wilkerson Oss
500 EX
C. Minert BSA
M. Nohr Mai
M. Anderson Hus
500 INT
T. Power BSA
V. Byrnes Hus
R. Spicer BSA
500 JR DIV I
E. Duncan C-Z
J. VanDellen Mai
L. Aumock Hus
500 JR DIV II
W. Boyer C-Z
J. Scott Mai
N. Davis Suz

TT SCRAMBLES
Perris, Calif.
Nov. 13, 1971
By Elaine Jones

MINI-BIKE A
B. Haycock Kaw
M. Lynch SST
D. Frost Mav
MINI-BIKE B
D. Gagnon Hon
T. Gallagher Hon
D. Jones Hon
MINI-CYCLE A
L. Eye Yam
J. Meiner Yam
L.A. Daniels Yam
MINI-CYCLE B
E. Shipley McC
L. Clabaugh Yam
C. Perrett Suz
MINI-CYCLE C
C. Gagnon Yam
S. Anderson Yam
E. Jones Yam
100 NOV I
M. Jones Kaw
P. Campbell Suz
D. Ray Kaw
100 NOV II
J. Wood Kaw
B. Haycock Kaw
D. Hampton Kaw
100 A/E
R. Miner Kaw
S. Bales Kaw
C. Fruchey Kaw
125 NOV I
J. Johnson Yam
M. Zepeda Yam
J. Smith Jr. Bul
125 NOV II
H. Kline Yam
R. Barrett Yam
R. Hailey Bul
175-200
T. Willis Bul
G. Bettencourt Bul
R. Lizards Bul
125 A/E
A. Castell Yam
J. Johnson Yam
D. Rees Yam
250 NOV I
B. Cross Suz
T. Warne Yam
R. Graves Bul*
J. Shipley Yam*
250 NOV II
D. Boystun Mai
R. Stribling Bul
J. Lowe Bul
250 A/E
C. Tanner Bul
T. Stanford Bul
R. Bair Bul
NOV. MOTO
S. Kuell BSA
C. Baker Yam
N. Blake Yam
A/E MOTO
W. Foster Yam
R. McDaniels Tri
V. Graves Suz
*DENOTES TIE

A.C.A. MOTOCROSS
Osteen Park
Pomona, Calif.
Nov. 21, 1971
By George Anderson

100 JUNIOR
D. Walter DKW
D. Potts DKW
D. Bryan Hod
125 JUNIORS
K. Jenner Bul
G. Smith Suz
J. Hazard Bul
125 INT
B. McKee Bul
R. Burkey Yam
D. Myott Suz
125 SENIOR
C. Cotton Bul
M. Hoffman DKW
G. Andersen DKW
250 JUNIOR
B. Ordway Hus
M. Bruan AJS
B. Freeman C-Z
250 INT
D. Wambold C-Z
K. Willis C-Z
500 JUNIOR
B. Shonnard C-Z
R. Wheeler Hus
G. Barber Hus
500 INT
L. Kopp Hus
500 SENIORS
C. Cotton C-Z
M. Plunkett Hus
D. Boydstun AJS
250 SENIORS
B. Behar Mon

EUROPEAN SCRAMBLES
Precision Cycle
Mexicali, Mex.
Nov. 21, 1971
By E.C. Birt

125 NOVICE
E. Guerreo Suz
W. Hernandez Pen
R. Reyes Isl
125 EXPERT
B. Brooks Car
N. Des Rosiers Oss
P. Cloward Ric
250 EXPERT
D. Rodgers Bul
P. Kanczuzewski Hus
500 EXPERT
J. Villon Hus
ROUND THE MOUNTAIN
HARE & HOUND
R. Brown
P. Kanczuzweski
J. Medina

CMC MOTOCROSS
Gardena, Calif.
Nov. 19, 1971
By Eric Raits

100 JUNIOR
B. Kline Ste
S. Steel Hod
R. Homada Hon
125 INT
S. Copelin Yam
L. Mayer ---
M. Anderson Yam
125 EXPERT
J. Wright Puc
T. Cook Bul
J. Scotland Yam
125 JUNIOR
D. Cullinan Yam
D. Davis Yam
D. Johnson Ric
250 INT
B. Behar Mon
S. Copelin C-Z
R. Lester Oss
250 EXPERT
W. Schutz Mai
M. Cram Mai
D. Pessy Oss
250 JUNIOR
J. Mousseau Oss
M. Purdy Hus
T. Blum Mon
500 INT
R. McClellan C-Z
J. Henry Mai
R. Elliott Suz
500 EXPERT
W. Schutz Mai
M. Cram Mai
B. Payne Mai
500 JUNIOR
R. Zingg Suz
J. Maxwell Suz
R. Cummings Suz

MOTOCROSS
Elsinore, Calif.
Nov. 21, 1971
By Jim Brooks

125 NOVICE
J. Vidic Pen
G. Spellman Pen
C. Wasner Ric
250 NOVICE
G. Knieper Oss
B. Wilbert Bul
D. Bornell Mai
500 NOVICE
G. Luther C-Z
J. Burr Suz
J. Ringo Suz
125 EXPERT
J. Rice Puc
D. Hudson Yam
L. Bird Yam
250 EXPERT
T. Rodgers Mai
K. Browser C-Z
K. Tunnis Mai
500 EXPERT
V. Hannan C-Z
J. Rice Mai
J. Harrnisch Mai

EUROPEAN SCRAMBLES
Desert Challengers M.C.
Oct. 31, 1971
100 CLASS
Groom Walden Hon
Elvin Cook Hon
Don Hullett Hon
Gary Sult Hon
Dennis Kinda Hon
Keith Meyer Hod
Mike Taboada Suz
David Mawby Hon
125cc CLASS
Jim Makos DKW
Mike Matlock Yam
Gregg Turk Ric
Dawn Dorcey Bul
Ken Rasmussen Yam
175cc CLASS
Darrell Brown Yam
Emmett Jones Yam
250cc CLASS
Jimmy Elkins Yam
Mike Gahan CZ
Ken Buauchene Suz
David Feliciano Yam
OPEN CLASS
Charley Conway Hus
Joe Kulek Hus
Jim Turner Hus
Mac Douglas Cus

USRC TT & ST
El Toro Speedway
El Toro, Calif.
Nov. 21, 1971
By Buzz Baty

100 JR TT
R. Anderson Hon
G. Kozlow Bul
J. Freeman Kaw
125 JR TT
R. Credelius Yam
V. Maxwell Bul
D. Reon Yam
125 SR TT
T. Doty Hon
C. Dening Yam
G. Barett Yam
250 JR TT
D. Menzinier Bul
R. McLoud Yam
S. Flowers Oss
250 SR TT
D. Davis Bul
C. Gann Bul
S. Hein Yam
OPEN JR TT
R. Crecelius Kaw
S. Susman Hon
J. Arthur Yam
OPEN SR TT
D. Davis Bul
M. Davis Bul
J. Reon BSA
100 ST JR
R. Sawyer Kaw
J. Freeman Kaw
R. Anderson Hon
125 JR ST
R. Crecelius Yam
R. Waite Suz
D. Andersen Yam
125 SR ST
T. Doty Hon
G. Barett Yam
250 JR ST
R. McLoud Yam
D. Menzinier Bul
S. Flowers Oss
250 SR ST
C. Gann Bul
D. Davis Bul
D. Frauenberger Bul
OPEN JR ST
R. Crecelius Kaw
M. Calicchio Yam
S. Susman Hon
OPEN SR ST
M. Davis Bul
D. Davis Bul
J. Reon BSA

MOTOCROSS
Austin Motosport Park
Austin, Texas
Nov. 7, 1971
By Richard Dunn

100 JUNIOR
Jack Webb
Joe Powers
Derry Gardner
100 SENIOR
Anthony Whitt
Blaine Barter
David Hilfer
125 JUNIOR
Sam Finger
Joe Witter
Tom Stoffel
125 SENIOR
Steve Stackable
Old Gray Fox
Frankie Hadeler
250 JUNIOR
Bryant Tillson
David Ragland
Keith Leach
250 SENIOR
Jack Hicks
Gary Bigley
Allen Bigley
OPEN JUNIOR
Steve Stackable
John Hughes
Ricky Corbin
OPEN SENIOR
Bill Kasson
Bob Howard
Richard Bigley

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AJS Congratulations! to the thieves who stole the Doug Grant Ajays....

George Walker: 'I try to stay awake.'

By Alice Rhea

George Walker is the personification of all that is good in desert racers. George wears the same big grin whether he finishes second overall or blows his transmission. If he gets frustrated and ill-tempered, nobody sees it. George has a reputation for being one of the nicest guys in the desert. "That's not true," George protests, "I'm a trashy devil."

The Walker family thoroughly enjoys desert racing and all its attendant pleasures and theirs is usually one of the first campers to arrive at any race and one of the last to leave, in spite of the long drive from their home in Santa Barbara.

"Why me?" George asked when I said Cycle News wanted a story about him. "I'm no super-star. Go interview Thor (Rich Thorwaldson) or J.N. (Roberts)."

George may not be the flashy rider that Rich Thorwaldson and J.N. Roberts are, but he is always in there, consistently finishing in the top ten.

Mounted on a Kawasaki 360 Bighorn out of Power Research he is a formidable contender despite his protests to the contrary. As things stand now, George is going to be No. 5 Desert Heavyweight when the season closes and that position is nothing to snort at!

"I like to be competitive," George explains, "but I don't like pain. I want to get in there and go fast and finish well, but I don't want to break my bike; I want to race again next week." George paused here and thought for a moment. "I don't want to break George, either."

George got his first bike in 1950 — a vertical twin Indian on which he used to crash around the hills near Santa Barbara. Perhaps learning to ride in the dirt on that bike is part of the reason the big 360 Kawasaki doesn't seem too heavy to George.

George has raced just about every kind of motorcycle competition there is, and has done reasonably well at all of them. "I learn slow," George admits. "If the average guy can learn to ride desert in six months or a year, it takes me three years to learn." George confesses that he watched friends race on a track near Santa Barbara for six months before he finally decided he could do as well as they were doing and joined in.

"The bike is about 99% important," George advised. "Not max horsepower, but dependability." Again he paused and thought. "I shouldn't have said that," he reflected. "I'll probably break everything next week! The other 1% is mental condition," he continued. "It helps to know that you can win."

While George may not be the fastest man in the desert, he is very competitive and reasonably sane. Eddie Crowell of Crowell's Cycle in Hawthorne, said, "When I race I try to get right behind George Walker. He is fast and always finishes well, and I know he isn't going to do anything crazy."

George used to be a little wilder than he is now. "I rode one Hare and Hound where I was out of rear brakes for the whole second loop and I was still going fast enough to finish fifth overall. That's dumb." George also remembers a time when he "usta' lay around and drink a lot of wine on Saturday nights. I can't afford to give the kids that advantage anymore."

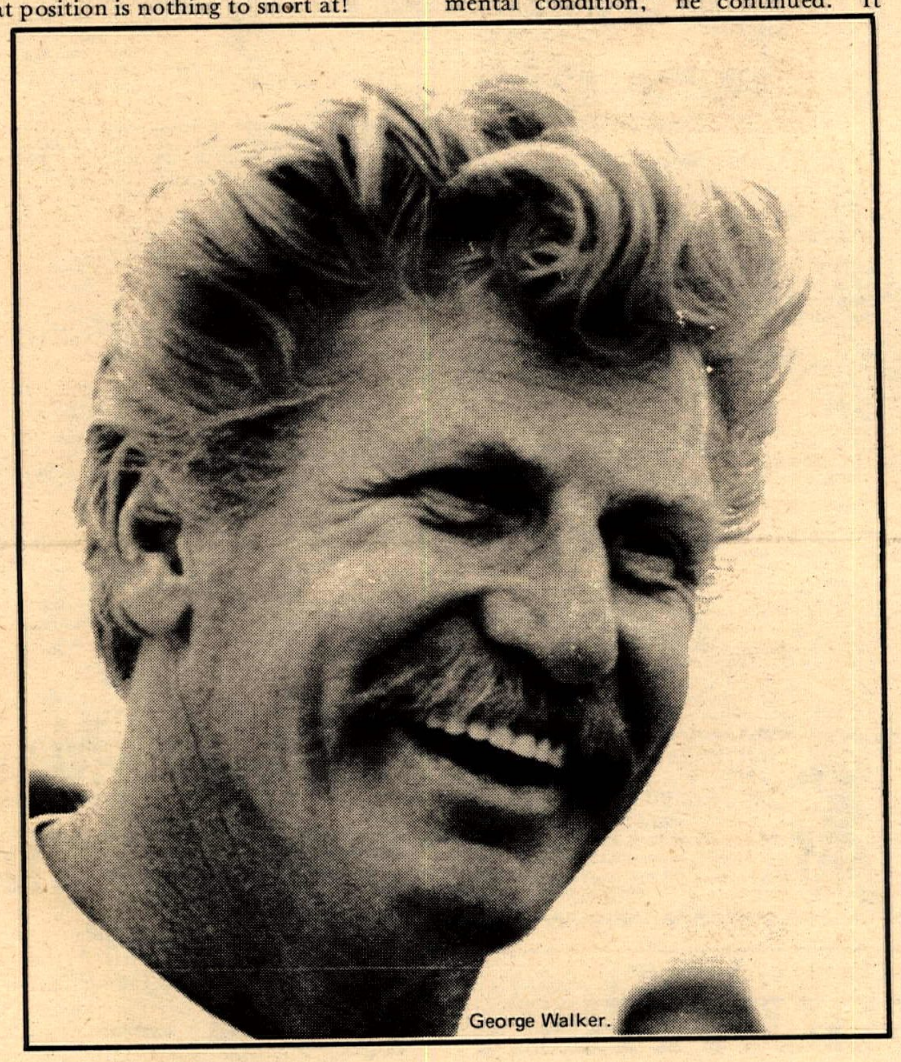
George thinks that if he could get the proper mental condition he could probably finish even better than he does. "I've tried," he admits, "but I just can't get a race-strain on. I sit out there on the starting line and everybody else is all up-tight and jittery and I just can't seem to get all worked up about it. I try to stay awake."

"I know I can't outrun J.N. or Thor," George added. "If they get off hard or have a real bad day I might be able to, but in a heads-up race I can't do it. I know that is the wrong attitude and I'll never be able to beat them if I don't think I can, but I just don't think I can."

George says it's kind of sad, but in desert racing "you are a hero for one week. You finish really well one Sunday and everybody crowds around and cheers 'Good old George' and the next week they ask 'George who?.'"

George says he is going to try to get a big race-face on for December 19. That is the last race of the season and if he breaks anything, including George, he will have about three weeks to make repairs.

Take heed, Thor and J.N. That roar behind you on the 19th may well be George Walker, gone slightly mad for once, trying to pass.



George Walker.

MIC OFFERS MOTORCYCLE PARK HOW-TO BOOK

WASHINGTON, D.C. — "Motorcycle Park Planning and Management", a new book published by the Motorcycle Industry Council, is available free to anyone interested in operating an off-road motorcycle recreation park.

The 32-page book contains guidelines on site selection, zoning permits, insurance, public and private funding and operational policies. An appendix lists pertinent information on noise levels, statistics, consultants and companies that specialize in motorcycle park insurance and management.

Written to be of value to both private investors and public officials, a copy of the book may be secured by writing to the Motorcycle Industry Council, Attn: Park Book, 1001 Connecticut Ave., Washington, D.C. 20036.

EVEL'S $1 MILLION TOY

Marvin Glass & Associates, the world's foremost toy design studio, has announced the signing of Evel Knievel to a personal promotion and licensing contract valued in excess of $1-million.

The contract, covering every aspect of Knievel's activities except beer and motorcycles (Knievel is signed with Olympia and Harley-Davidson respectively), is expected to make the two-wheeled daredevil a millionaire long before he attempts to jump the Snake River Canyon on Labor Day, 1972. Included will be not only a line of Evel Knievel toys, but a number of other products and promotional considerations as well.

C MOTOCROSS
sbad, Calif.
. 28, 1971
Eric Raits
EX.
mith Mai
Nohr Mai
Anderson Hus
INT.
ower BSA
Byrnes Hus
Martin CZ
JR. DIV. I
Aumock Hus
Boyer CZ
Alberts Hus
JR. DIV. II
King Suz
chmit Hus
Miegs Hus
EX.
Urban Mai
Tripes CZ
ackler Mon
INT.
Parker Hus
Lickert CZ
Davidge Ric
JR. DIV. I
Wilkerson Oss
hillips Hus
rachy CZ
JR. DIV. II
Widgery CZ
Jones Hus
Blanton Bul
JR. DIV. III
May CZ
Cope Mai
Olsen Hus
EX.
Urban Puc
Bower Pen
Beauchamp DKW
INT.
Byrnes DKW
Giovannetti Puc
utter Yam
JR. DIV. I
Pinnick Suz
Port Bul
McCuistion Suz
JR. DIV. II
Peterson DKW
Dine Bul
Farquar Yam
JR.
Ruckman Kaw
Reams Suz
Dine Suz

HARE AND HOUND
San Gabriel Valley M.C.
Barstow-to-Vegas
Nov. 27, 1971
(Unofficial)

J.N. Roberts	420 Hus
George Walker	360 Kaw
Jim Sovie*	360 Kaw
Max Switzer	400 Hus
Ron Lambert *	380 CZ
Dick Breker	400 Hus
Wes Anderson, Jr.	250 Hus
Phil Turgasen	250 Yam
Larry Pfutzenreuter	250 Bul
Mitch Mayes	100 H-D
Whitey Martino	400 Hus
LeRoy Davis	400 Hus
Dick Miller	400 Hus
Bud Feldkamp	400 Hus
Mike Jackson	410 AJS
Ralph Garrett	400 Hus
Preston Gerber	400 Hus
Dick Vick	500 BSA
Terry Davis	380 CZ
Gordon Schmidt	250 Bul
Mike McCoy	400 Hus
Cordis Brooks	100 Hod
Gary Cole	400 Suz
Darell Brassfield *	250 Hus
Don Finley	400 Suz
Paul Shaw *	250 Bul
Dave Miller	250 Hus
Jeff Wright	175 Puc
Dennis Foreman	250 Hus
Ezra Young *	360 Yam
Ron Sloan	650 Tri
Chuck Nelson	250 Ric
Charlie Vandervoorde	250 Hus
Bob Gilbert *	250 Bul
Don Ogilvie	100 H-D
Floyd Burk, Jr. *	250 Kaw
Shorty Roudman	380 CZ
Dennis Scammel *	250 Hus
Ron Jones *	400 Hus
Steve Bridge *	250 Hus
Mike Cummins *	250 Yam
Steve Hurd	360 Kaw
Stanley Baldwin *	360 Yam
Bob Goosen *	360 Yam
Lloyd Cox *	400 Hus
Craig Lukens	250 Hus
Bud Martin *	250 Yam
Morris Norman	400 Hus
Jim Sumners	100 H-D

* denotes Amateur. All others listed above are Experts.

NOVICES

A.C. Bakken	400 Hus
Rick Bailey	250 Yam
Tom Ganner	360 Yam

FIRST GIRL

Lynn Davidson	360 Hus

SRC TT & ST
Toro Speedway
Toro, Calif.
v. 28, 1971
Buzz Baty
0 JR. TT
ve Lujan Kaw
ndy Rosencrans Kaw
k Freman Kaw
5 JR. TT
ndy Rosencrans Kaw
n Hilton II Yam
rry Mann Yam
0 JR. TT
ve Menzimer Bul
ke Clarke Bul
ore Dunn Oss
EN JR. TT
n Isaacs Nor
rk Duquette Bul
b Streimikes Mat
0 SR. TT
vey Davis Bul
arles Gann Bul
rty Davis Bul
EN SR. TT
uck Claydon Bul
chard Ribley BSA
rty Davis Bul
0 JR. ST
k Freeman Kaw
ve Lujan Kaw
k Sawer Kaw
5 JR. ST
le Vaughan Yam
ndy Rosencrans Kaw
m Cross Suz
0 JR. ST
ve Menzimer Bul
ke Clarke Bul
ore Dunn Oss
EN JR. ST
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n Isaacs Nor
rk Duquette Bul
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vey Davis Bul
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eve Hein Yam
EN SR. ST
uck Claydon Bul
rty Davis Bul
chard Ribley BSA

TT/FLAT TRACK
Trojan Speedway
South Gate, Calif.
Nov. 18, 1971
By Art Loya

100-125 TT (50-laps)	
Tom Doty	Hon
Mark Revels	Car
Carl Byers	Yam
Robert Crecelius	Yam
Jerry Mulkey	Hon
Vern Maxwell	Bul
Allen Swett	Hon
Dean Meyers	Hon
Roy Widener	Kaw
Rick Anderson	Hon
250 TT	
Danny Corbett	Bul
Rick Goade	Bul
Joe Brown	Bul
Dave Arrambide	Oss
Mike Clarke	Bul
100 F.T.	
Bob Sanders	Kaw
Mark Revels	Kaw
Tom Doty	Hon
Danny Miller	Kaw
Mike Rohm	Kaw
125 F.T.	
Carl Byers	Yam
Bob Sanders	Kaw
Mark Revels	Kaw
Tom Doty	Hon
Wiley Miller	Kaw
250 F.T.	
Danny Corbett	Bul
Rick Goade	Bul
Joe Brown	Bul
John Carbone	Bul
Rocky Morales	Hon
TROPHY DASH	
100-125 TT	
Bob Sanders	Kaw
Carl Byers	Yam
Rick Anderson	Hon

SRC MOTOCROSS
l Toro, Calif.
ov. 26, 1971
y Buzz Baty
CHOOL BOY
. Woods Yam
Ward Yam
. Dotoit Yam
00 JR. DIV. I
Peterson Hon
. Stem Hod
Turnbaugh Kaw
00 JR. DIV. II
. McAtee Bul
. Rogers Ric
. Tamiehi Bul
25 INTER/EX.
. McDougal Yam
. Volkman Bul
. Lunde Yam
25 JR. DIV. I
Montrevil Bul
. Kelly Hon
. Wilson DKW
25 JR. DIV. II
. Carlson Yam
. Bigelow Bul
. Giovannetti Hon
50/500 INTER/EX.
. Smith Mai
. McDougal Yam
. Lund Hus
50 JR. DIV. I
. Snyder CZ
. Pilcher Bul
. Orman Mai
50 JR. DIV. II
. Piercy Yam
. Garcia Oss
. Castillo AJS
00 JR.
. Bell CZ
. Kaffer Hus
. Dunsire Hus

CMC MOTOCROSS
Gardena, Calif.
Nov. 25, 1971
By Eric Raits

100 JR.	
J. Hale	Ric
R. Homada	Hon
M. Kuwahara	Hon
125 JR.	
G. Mitchell	Yam
D. Johnson	Ric
D. Kolbe	Ric
250 JR.	
L. Stokey	Mai
M. Arnold	Mai
J. Lewis	CZ
500 JR.	
R. Zingg	Suz
L. Stokey	Mai
K. Alexander	Mai
125 INT.	
S. Copeland	Yam
S. Dornbos	Yam
M. Skelton	DKW
125 EX.	
B. Payne	Puc
J. Scotland	Yam
T. Cook	Bul
250 INT.	
J. Johnston	Hus
W. Inman	CZ
D. O'Haver	Oss
250 EX.	
W. Schutz	Mai
M. Horstmann	CZ
D. Pessey	Oss
500 INT.	
P. Mahnke	Hus
500 EX.	
B. Payne	Mai
W. Schutz	Mai
B. Lendl	Mai

ACA MOTOCROSS
Saddleback Park
Irvine, Calif.
Nov. 28, 1971
By George Anderson

100cc JR.	
Bob Steam	Hod
Mike Perry	Yam
Bob Brennan	DKW
125 JR.	
Jeffrey Vidic	Pen
Ralph Peterson	Pen
Steve Eredia	Yam
125 INT.	
Patrick Flynn	Yam
Kevin Bushmiaer	CZ
Dirk Wambold	Suz
250 JR.	
Don Stanan	Bul
Robin Clark	CZ
John Miley	—
250 INT.	
Bob Rowe	Mai
Mike Yorba	Bul
Dirk Wambold	CZ
250 SR.	
Tony Rogers	Mai
Gary Cochell	Bul
Morris Malone	AJS
125 SR.	
Bob Brooks	Car
Dave Terrell	Bon
George Anderson	DKW
500 JR.	
Bill Shonnard	CZ
Robert Duncan	CZ
Floud Widener	Hus
500 SR.	
Jim Cooke	CZ
Glen Lund	Hus
Rick Brown	Gre

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(Continued from page 2)

SHORT TRACK, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30 am, race 2 pm. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. Silencers. 408/296-7368, 209/673-0198.

MX, Humbolt Hustlers. Garberville M/C Park, 8 mi S of Garberville, Ca, on Hwy 101. Sign 8:30, race 11. Silencers. Box 396, Garberville, Ca 95440. 707/923-2306.

SPORTSMAN MX, Rough Riders. Carnegie Cycle Park, Livermore, Ca. $3 ride/watch. Sign 8, race 12:30. Pro course. 415/846-3510.

ACE ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. All classes inc beginners only. Trophies & plaques. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

TRIALS, SCTA/ATA. Escape Country, Trabuco Cyn., El Toro, Ca. Sign 9 am. Spark Arresters. 213/421-6749, 714/828-6705.

TT/½-MILE, 395 Cycle Park, Adelanto, Ca Sign 8:30-10 am. $2.25 ea. entry. Permission from minors. 715/246-6109.

TRANS-AMA MOTOCROSS, Saddleback Park, Ca. Megadollar purse. 500 International, 250 National. See Steve, Mert & Malcolm play. 714/639-5832.

EUROPEAN SCRAMBLES, Desert Challengers. Limed from Hwy 10 & Blythe cutoff near Indio, Ca. 3 mi up Dillon Rd, east side. 10 am or so.

TUESDAY, DECEMBER 7

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

THURSDAY, DECEMBER 9

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

American Cycle Association presents

Dec. 5 — Saddleback Motocross

Dec. 12 — Saddleback Motocross

Dec. 19 — Osteen's Motocross

Dec. 26 — Saddleback Motocross

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F

★ (714) 774-3ACA ★

American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

FRIDAY, DECEMBER 10

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

INDOOR SHORT TRACK, All American. San Jose (Ca) Exposition Bldg. Sign 4:30-6:30. Silencers. 3 plates. 415/322-1514.

SATURDAY, DECEMBER 11

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Sielcers. 415/453-0731.

AUNT DINAH'S QUILTING PARTY at Sid's Blue Beet, Newport Beach,Ca. Cloud reigns.

"CYCLE CIRCUS", Cow Palace, San Francisco, Ca. Stunts, jumps, daredevil acts, and other unique forms of behavior. Two shows, 2 and 8 pm. $5.50 box seats, $4.50 reserved, $3 general adm. Kids get in half price at 2 pm show.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

SUNDAY, DECEMBER 12

MX, Lompoc Slo-Pokes. Spillway Park, nr Santa Maria, Ca., Jct. 166 at Broadway. D-35 pts. 10 am. Camping. $3.50 post, $1.50 gate. 805/736-6362, 735-1177.

MINIS, SCMB&KA. Saddleback Park, Ca. $2 gate, $2.50/class, $4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

MX, Goose Hollow Unltd. 22 mi W of Salem on Hwy 22. Penton series. $5 post. CMC card. 10:30 am. Box 845, Salem, OR 97308. 503/364-0461.

CMC MX, Carlsbad (Ca.) Raceway. $5 mail (10/26), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Raceways. 10 am. $5 entry, $1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

WEATHER-PERMITTING SCRAMBLES, Valley. Cycleland Spdwy, 14 mi S of Chico, Ca. $2 ride/watch. Sign 10 am, race noon. 916/342-9302.

ALL-JUNIOR MX, Muntz Cycle Park, Moorpark, Ca. $4.50 entry, $1.50 gate. Gate 6 am, race 9. Neat mudhole. 805/529-2371.

EUROPEAN SCRAMBLES, Band of Gypsys. Beginners & Novices only. Bell Mountain area.

SHORT TRACK, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30., race 2. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. Silencers. 408/296-7368, 209/673-0198.

TRIALS. El Trial de Espana. Escape Country, 12 mi E of San Diego Fwy on El Toro Rd. Sign 8-10 am. Spark arresters. 213/421-6749, 714/828-6705.

BENEFIT MX, Dirt Diggers North. 13 mi N of Jackson, Ca., on Hwy 16; 40 mi E of Sacramento on Hwy 49. $3 mail (12/1), $4 post if open. Specs $2. 9:30 am. Proceeds to Larry Battistoni, Box 388, Orangevale, CA 95662.

HARE SCRAMBLES, Prospectors. Limed from Red Rock Cyn. 10 am. D-37 pts. $3.25. Silencers, natch. Last point run of the season.

MX, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10 am. $3.50 post. $1.50 gate. AMA. 714/246-6109.

ACE MX, Indian Dunes, Valencia, Ca. 9:30 am. Motocross championships, final round. $1000 purse. $5 mail, $8 post (Jrs) $10 post (Srs). Box 174, Newhall, CA 91321. 805/259-8007.

SRA ENDURO, California City, Ca. Fun-run. $7 mail. Pins & brass. Box 3882, Torrance, CA 90510. 213/370-8234, 714/735-4641.

SCRAMBLES, Westside Eagles. La Grange Rodeo Grounds. Silencers. Noon. $2 ride/watch. 209/537-6206 eves.

MX, Feather River. Marysville, Ca., under E St. bridge. New track. Sign 6:30-9 am. Race 9:45. Two motos.

SCRAMBLES, Salinas Ramblers. At the club grounds. $2.50 ride/watch. Sign 7 am, race 11. No poison oak. 408/422-9809.

SUNDAY, DECEMBER 19

MX, Cloverfield Motorcycle Race Track, Cloverfield Airport, Friendswood, Tex. Noon. $2 ride, $1.50 watch.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

HARE SCRAMBLES, Sandblasters. Limed from Red Mountain & from Hwy 395 & Garlock Rd. $3.25 entry. Silencers. 10 am start. 2-35 mi loops.

SHORT TRACK/SCRAMBLES, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30, race 2. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. Silencers. 408/296-7368, 209/673-0198.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves. Silencers.

MX, Arizona Desert Raceway. 10 am. $5 entry, $1 watch. Cash, Double Points. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

ACA MX, Osteen Park, Pomona, Ca. $5 mail, $10 post. Cash. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA. 714/774-3ACA.

CMC MX, Saddleback Park, Ca. $5 mail (9/14), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Chappell Hill Int'l MX Park. On US-90, 50 mi W of Houston, Tex., toward Austin on the Brazos River. 1 pm. $2 gate, $2 entry.

SRA EUROPEAN SCRAMBLES, limed 7 mi N of Adelanto, Ca. on Hwy 395. Novices & beginners only, 8 am first race. 20% trophies, pins. 213/370-8234.

TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10 am. No card req'd, minors need persmission. $2.25 ea. entry. 714/246-6109.

ROUGH WINTER SCRAMBLES, Hayward. Hayward (Ca) Spdwy. Sign 9 am, race noon. $2 ride/watch. Knobbies ok. Rain and shine.

SUNDAY, DECEMBER 26

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

MX, Cloverfield Race Track, Friendswood, Tex. Noon. $2, $1.50 watch. Christmas. 713/482-7551.

TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10 am. No card req'd. Minors need permission. $2.25 ea. entry. 714/246-6109.

MX, Yuba-Sutter. Limed from Marysville, Ca. $2 ride/watch. Sign 6:30 am, race 9. 3 plates, silencers. 916/673-7767.

SHORT TRACK/SCRAMBLES, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30, race 2. Silencers. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. 408/296-7368, 209/673-0198.

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Payne, Murray, Campos Smoke 'Em at Lions

By Keith G. Arnold

WILMINGTON, CAL., Nov. 27, 1971 — Several thousand drag racing fans were out tonight to see the Drag/Scoop/Hawk Instruments E.T. Bracket Championships. With a turnout of more than 400 cars to try for national records, it would be a night to remember. However, this kind of racing would be long and boring if it weren't for the show provided by motorcycles.

Number one bike in the vanguard was the official record holder for both elapsed time and top speed in the quarter, Boris Murray. All the way from Albuquerque, New Mexico came Dave Campos. Bill Chambers' 96-inch Harley and last but not least, riding the Turnip Eater, Leo Payne filled the bill.

The bikes put on a star performance with 500-foot burnouts to heat the tire up for traction and runs down the quarter engulfed in smoke. The crowds' eyes were popping out at the smokiest bikes in the west.

The first round in racing came between Campos' 88-inch Sportster and Chambers. Both bikes came out of the hole with lots of smoke but no traction. Twenty yards out Chambers got squirreley and had to shut down. Two hundred yards out it was Dave Campos out of shape but still hanging in for the win with a slow 11.09 at 154.37 to Chambers' 11.48 at 148.76. Boris made one solo run turning a slow but smokey 10.63 and 163.93.

The way things shaped up it would be Murray vs. Campos, and Chambers vs. Payne for some side-by-side fun racing. First round saw Murray on the better-tractioned side, the left, with Campos to the very slick right side. Some very hot burnouts and then to racing. It was evident from the start that Boris would run away with the race. Boris got some traction at the start, not much but enough to pull away and easily win a 9.73 at 161+ to 10.79 at 153.

Next up were Bill Chambers and Leo Payne. Chambers did a smokey burnout and, not to be outdone, Payne blasted out on the Turnip Eater. But what the devil is Payne riding? As it turned out Leo's fuel bike swallowed a valve several weeks before but was not together yet. What Payne was doing was a high-gear burnout on his 83 inch street-legal Harley! Clouds of smoke from a moving burnout from a street bike is just unheard of. And for the topper Chambers blew a clutch and Leo Payne won the race.

In the final rounds with Payne alone, the show fell to Murray and Campos. The second round saw Murray in a wild spinning burnout and he had to shut down to check out the bike. This left Campos to make a lone run. This set up the final round with Dave Campos on the left with slightly more traction, Murray to the right. Campos had the race his way as he put away Murray with a 10.72 at 154.53 to the La Verne champion's 11.31 and 159.01.

Although it was only fun racing, for those of you keeping score, it was Campos 2, Murray 1 with 3 for Leo Payne.

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VOICES

(Cont'd. from page 4)

cops tell me a new law says written permission means nothing! He also told me that my J & R silencer is illegal. He said that my bike needs a license for dirt riding too. About four of us ride there and have had no problem in three years of riding there except until about four months ago. We used to ride every day but we started to get too many complaints so we limited our riding to the weekends. Complaint problem, solved, now please tell me how to handle the problem with the police.

TOM FOUGHT
La Habra, Calif.

Take a copy of your written permission to the Chief of Police and ask him to inform his men that it has been duly rendered. Some riders have been forging written permission which perhaps explains why the officer said it means nothing to him. At present, off-road vehicles do not have to be licensed and your J&R silencer shouldn't disturb the peace as long as its fiberglass is renewed periodically...Ed.

ENDURO

(Cont'd. from page 14)

camp. The best estimate was that there were about 30 riders stuck, but I had to leave before anyone returned so that figure could be quite wrong. It's unlikely that there were any more than that, however.

Whether the riders had a fun run (early numbers) or had a real test of their endurance (late numbers) they seemed well satisfied. There were however a few technical points that could have been a bit better. There was only one check (not counting the noon check) on the morning section. That's pretty scanty. And there were no cards, either denoting the five-mile-check or the mileage and key time at the other checks. The serious rider needs this info.

These are small points, but there was one goof which should earn them some sort of award: They didn't put the starting area on the instruction sheet. They did make a point that they were going to sell gas and lunch for the benefit of the Fout Springs Boys Ranch at Fout Springs, the noon stop. The seemed to imply that the noon stop and the start area were different, since it's hard to sell gas and lunch to a guy that has his truck right there. The AMA magazine said the start was at Lucerne which seemed reasonable. It wasn't there. Somebody in Lucerne said it was at Ladoga which seemed reasonable, too. It wasn't there either. You guessed it. It was Fout Springs, but the reasoning escapes me.

(Results next week)

The Home Workshop

By Rod Breaker

Dear R.B.:

How do you lace and true a wheel? Best way to change a tire fast? Carburetion and timing an engine as the top racers do it?

Tuning the front forks properly and setting the rear shocks to match the front? (How should the bike feel?)

Main interest is "motocross"

Dear Bob:

First, to try to teach someone to lace and true a wheel by text and pictures is extremely difficult. It is something that I feel should be shown and explained; but if I remember correctly, I believe that North American Imports once had a pamphlet on this, you might drop them a line (if I am wrong, I hope they forgive me). As for changing a tire fast, if you will check your back issue, I had a full page devoted to changing of tires. If you wish to be able to change them fast, only experience will help you here. Get an old tire and tube and practice R&R until you have it down pat. Another way to get some experience would be to go to your local dealer and offer to change all his tires for free. I am sure he would be glad to pass the job on and you would have the experience.

As for timing and tuning an engine as the top racers do it, this takes about as long to learn as it does to become a top racer. This is not something that you can be taught, it is something that you have to learn. You seem to have a preconceived idea that if you read the right books and articles you can become an instant winner, this is not the case. If you want to become a top rider, it takes much practice, lots of midnight oil, many disappointments and most of all money. I have seen riders with the best equipment money can buy that didn't even make the program while other riders on mediocre equipment take home the wins because they got it all together. Some racers are born, others are made, but the 'instant racer' is a fairy tale that belongs in a grade 'Z' Hollywood movie. This also goes for the suspension. Each rider is different, what may be right for one is not necessarily right for the next. As to how it should feel, I would say it should feel like you are controlling the machine and not the machine controlling you. When you are riding as hard as you can, you should feel that if you went just a little harder, you would still be in control. For myself, when I am racing motocross or in the desert, when the machine and I both wind up going in the same direction, I figure it is just a coincidence.

As for the machines used in the articles, I don't know about anybody else, but in my case it is a matter of cooperation from the distributors. Much of my articles are done on machines brought into my shop by customers, but often I have to lean on distributors for a particular model to write about. In this respect, I can say that I have had excellent cooperation from Kawasaki, Yamaha and Honda. Max Maxted from Norton-Villiers has also offered assistance with any of the models that they handle although, I have not had occasion to lean on him yet, but I know that Max's word is his bond.

Another thing that hassles the poor maintenance writer is what is called de-humanization or the big business aspect of some of the companies where it is such a hassle to get something out of them that it is not worth the effort. Everybody is afraid to give the OK for fear somebody higher up will climb his frame so by the time you are done, you have been through the whole chain of command and it is just not worth it. I try to vary my articles as much as possible and I also try to write things about some of the less popular machines as well because these are the ones that a rider needs the help with the most. Keep reading Cycle News, sooner or later, I will get around to your model.

ROD

McCLELLAN INJURED

Larry McClellan, owner of Orange County Cycles East and partner of Bob Maynard, received severe head injuries when he crashed Thanksgiving day at Escape Country Motorcycle Park.

McClellan and passenger Rick Herschburger were practicing for Barstow-to-Vegas on the sidehack when the rig flipped and landed on McClellan's head. He was equipped with a Bell but the helmet could not withstand the force and collapsed.

He was taken to Crown Valley Hospital in Mission Viejo where he is currently unconscious in the Intensive Car ward. He underwent surgery Saturday to relieve pressure on the brain and repair some of the injuries.

CL 350 HONDA, 1971

Dear R.B.:

I have a CL 350 Honda, 1971 model that I want to take down to Baja next spring. I want to know that if I have a battery failure, is there any way I can get an ignition spark direct from the alternator to the points and condenser to the coil to the spark plug and by pass the battery in an emergency. Lights would also be nice to have without a battery but I would gladly settle just for ignition without a battery.

A REGULAR READER

To Regular Reader from San Rafel:

There are many models of capacitor ignitions on the market. Check some of the ads in Cycle News or in the trade magazines. These systems consist mainly of a capacitor (condenser) which stores the electrical energy put out by the alternator until the engine has need of, i.e., when the points break for ignition. Some are reasonable, some high priced. What I would suggest comes under the old adage of "An ounce of prevention is worth a pound of cure."

You should take every precaution to see that your battery does not fail. You cannot be guaranteed 100% that it will not but you can put the odds in your favor by first checking your battery. If it has any accumulation of sediment in the bottom which indicates that it has been sulphating, replace it. Also, inspect the cells carefully and note if there are strands in it that look like spider webs or something. This is the fiberglass insulation flaking away, usually due to hard usage of the machine, in which place it should be replaced. While a battery can have both of these things and still have a lot of life left in it, don't gamble.

Clean all of your terminals of any corrosion that may be present and make sure you have good tight connections. Then smear them with petroleum jelly, never use grease or oil on battery terminals. Also check that you have a good ground on the machine, some bikes are grounded to the frame after it has been painted and as such, the paint keeps it from having a good solid ground.

Be positive that the battery is protected from vibration or shock against the case, besides the rubber pad that is under most batteries. Cut some large rubber bands from an old inner tube and stretch them around the battery so it is protected from the sides as well. Check the system used for holding the battery down solid. If it gets to bouncing around, it may give you trouble. Most important, check the level of the fluid before leaving and top it up each morning. This is most important in hot weather as much of the water will be lost due to evaporation. As the sulpheric acid does not evaporate, you do not have to add more electorite unless the battery is spilled. Top up only with distilled water if available.

As a last resort, two of the 6 volt batteries as used in camping lanterns may be wired in series to produce 12 volts and if the lights or the horn or the electric starter are not used, they will get you quite a distance in an emergency. It is also just common sense to carry a number of extra fuses with you.

As for converting to energy transfer ignition, this would all depend on the phasing of the alternator and while I have not experimented on the CL 350 Honda, I did convert a 160cc Honda to operate without battery and have lights. But as the coils are DC coils, operating them on an AC energy transfer system shortens the life considerably.

There is a system for checking to see if your machine will run as an ET system before converting it, but it is pretty complicated to explain. If enough readers are interested, possibly I can draw a diagram and have one of the staff artists convert it to something that you could make heads or tails of as my art work leaves much to be desire.

ROD

GAMBIT

(Cont'd. from page 5)

it as a straight news story which criticized people. Some of them thought the people needed criticizing and to them I was a hero; others felt the opposite and to them I was a villian. And me? I was beginning to feel like J. Alfred Prufrock's girl friend, continually saying "That is not what I meant at all. That is not it, at all."

To all of you who objected that the roll call vote followed the question of Open Sundays rather than the Penalty Question, I can only say, "you're right." I'm sorry. I reported a fact incorrectly. In my own defense, I can only say that I felt I was constructing an allegory, a parable if you will, and I was using what I remembered. I didn't consider it news at all (after all by the time it was printed it was nearly a month old) and, except for a few involved clubs, the incident was trivial. It wasn't even worth news space except as a parable. Changing the roll call vote to the other question really doesn't change anything as far as the parallel between large and small democracies is concerned. That's not, however, meant to be an excuse for poor reporting.

What's at the root of this whole thing is a feeling that one reporter, and novice racer at that, has violated the 11th commandment for the umpteenth intolerable time. The 11th commandment is "While the District might have its little troubles from time to time, there's no need to air them in public." And the people who objected to the article were already so annoyed and fed up with me, that they were seeing red by the time they saw the headline and the byline. In about three seconds they came to the conclusion that "Schneiders is badmouthing the District again." It so happens, that in this case they were wrong, but I've been critical of the District often enough that I'll plead guilty to the charge anyway.

I don't believe in the 11th commandment. The District is not some private club; it's a part of the AMA and it represents some 10,000 riders and 100 clubs. And most of them have practically no idea of how the district is run or what happens in those various committee meetings. They have a right to know. And until I get kicked out of their private club I'm going to tell it as well as I can. And I'm going to write it as I see it, not as the oldies of the club would like me to see it.

District 37 has done some great things. The best cross country racing in the country is in this district, so is one of the best Rescue Teams. But it's also fallen on its face in many, many areas. It's become so exclusive it's almost sterile. Come to the District meeting and who's there? Fifty desert clubs and two or three TT and motocross clubs. No road riding clubs, no trials clubs, no real enduro clubs, one road racing club. Who represents the thousands of trail riding AMA members in our district who don't engage in competition? Why is it that some members of some clubs can consistently cheat and get away with it? Why is it possible that a Sportsman Racing Association can form right under our very noses by simply catering to genuine novices? The questions could go on to the bottom of the page.

The District has a bunch of members who've been in on the nitty gritty of things so long they think they have some sort of proprietary right to the District. They own it. They don't want anyone to rock the boat. Well, there's at least one AMA official who thinks District 37 might well be split into four districts for the betterment of motorcycling in general and Los Angeles motorcyclists in particular, and I'm not so sure that I don't agree with him. Do you feel the waves, Mr. Sloan?

At the District meeting Mr. Ron Sloan, whose gift of gab is surpassed only by the vacuity of his ideas, nicknamed me Mr. Negative. At first I was insensed because it wasn't true. Whether you measure my articles by the number, the column-inch or the pound, on balance, they're positive. But after a bit of reflection, I decided that, whether I really deserved the title or not, I like it. After all, there are dozens of guys who can find nothing but good in the District. One Mr. Negative is sorely needed. So I accept the position. Just don't forget the Mister, Mr. Sloan.

While on the subject of jobs, a number of readers have asked why, if I'm so critical of the District, did I pass up my opportunity to get in there and work? I was nominated for two offices, Recording Secretary and Competition Committee. Now there are many jobs where I could be of some legitimate service to the District (for instance, on the Rules Committee), but Recording Secretary isn't one of them. In fact, if my wife weren't a secretary, I'd be out of the writing biz. Accepting that nomination would have guaranteed two things, if I'd been elected: The District would have a lousy recording secretary and I would have been silenced, at least for a year. You can't be an officer of an organization and criticize it at the same time. It's not cricket. My cynical mind leads me to wonder if that wasn't the reason I was nominated. I'd have had a much tougher decision if I'd been eligible for the Competition Committee job because there I might have served some genuine function and I'd have had to weight the job versus the reporting. As it happens, there's a rule that states that you must have attained amateur status to be on the Competition Committee, so I wasn't eligible.

The next time I decide to construct an allegory, Mr. Sloan, I'll begin it with "Once upon a time..." That should help you analyze it a bit more accurately.

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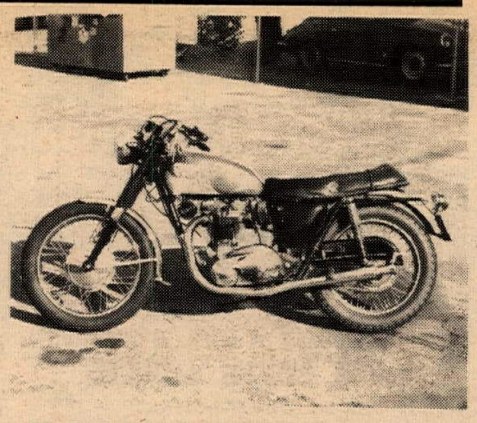

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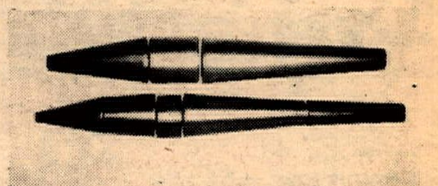

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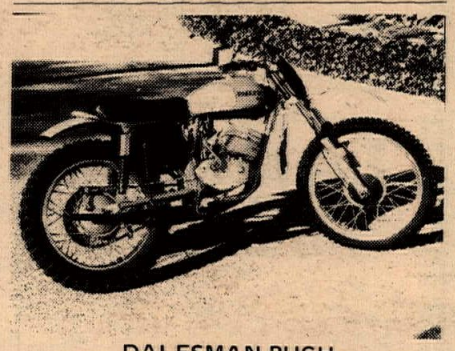

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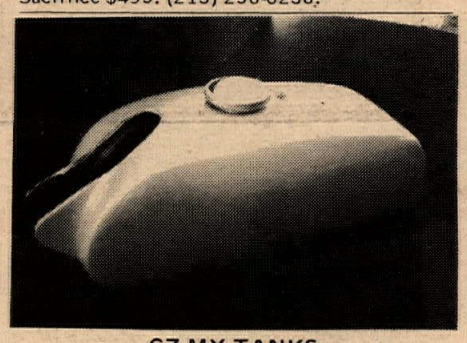

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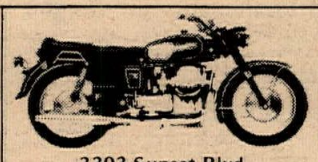
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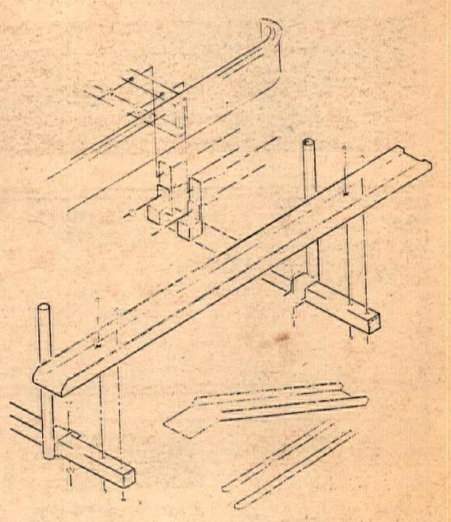

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